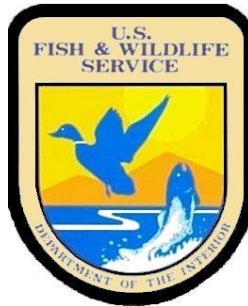


# **The Road Inventory of Ridgefield National Wildlife Refuge Ridgefield, WA**



Prepared By:  
Federal Highway Administration  
Central Federal Lands Highway Division  
February 2013



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## INTRODUCTION

The Transportation Equity Act for the 21<sup>st</sup> Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

- (a) Maintenance and improvements of refuge roads.
- (b) Maintenance and improvements of:
  - (1) Adjacent vehicle parking areas
  - (2) Provision for pedestrians and bicycles and
  - (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
- (c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

- (a) The comprehensive conservation plan for each refuge;
- (b) The need for access as identified through land use planning; and
- (c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22<sup>nd</sup> Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

# Ridgefield NWR

## Summaries

### Route Miles and Percentages by Functional Class and Condition

#### Condition Rating (Based on RSL)\*

F. C.	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
I	0.00	0.0%	4.54	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	4.54
II	0.00	0.0%	0.24	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.24
III	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
IV	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
V	0.00	0.0%	8.47	53.9%	7.23	46.1%	0.00	0.0%	0.00	0.0%	15.70
Totals	0.00	0.0%	13.25	64.7%	7.23	35.3%	0.00	0.0%	0.00	0.0%	20.48

\*For a description of condition ratings for the various surface types see the Appendix.

### Route Miles and Percentages by Surface Type and Condition

#### Paved Condition Rating [Condition(RSL)]

Surface	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
AS	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00

#### Unpaved Condition Rating [Condition(RSL)]

Surface	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
GR	0.00	0.0%	10.19	77.2%	3.01	22.8%	0.00	0.0%	0.00	0.0%	13.20
NA	0.00	0.0%	3.06	42.0%	4.22	58.0%	0.00	0.0%	0.00	0.0%	7.28
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.00	0.0%	13.25	64.7%	7.23	35.3%	0.00	0.0%	0.00	0.0%	20.48

### Square Footage (Parking Areas)

#### Condition Rating

Surface	Excellent		Good		Fair		Poor		Failed		Total Square Feet
	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%	
AS	0	0.0%	0	0.0%	6,299	100.0%	0	0.0%	0	0.0%	6,299
CO	0	0.0%	393	25.4%	1,154	74.6%	0	0.0%	0	0.0%	1,547
GR	0	0.0%	61,449	63.0%	36,056	37.0%	0	0.0%	0	0.0%	97,505
NA	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	0	0.0%	61,842	58.7%	43,509	41.3%	0	0.0%	0	0.0%	105,351

# Ridgefield NWR Summaries

## Route Miles and Percentages by Use Type and Condition

Road Condition Rating: Public/Administrative Use

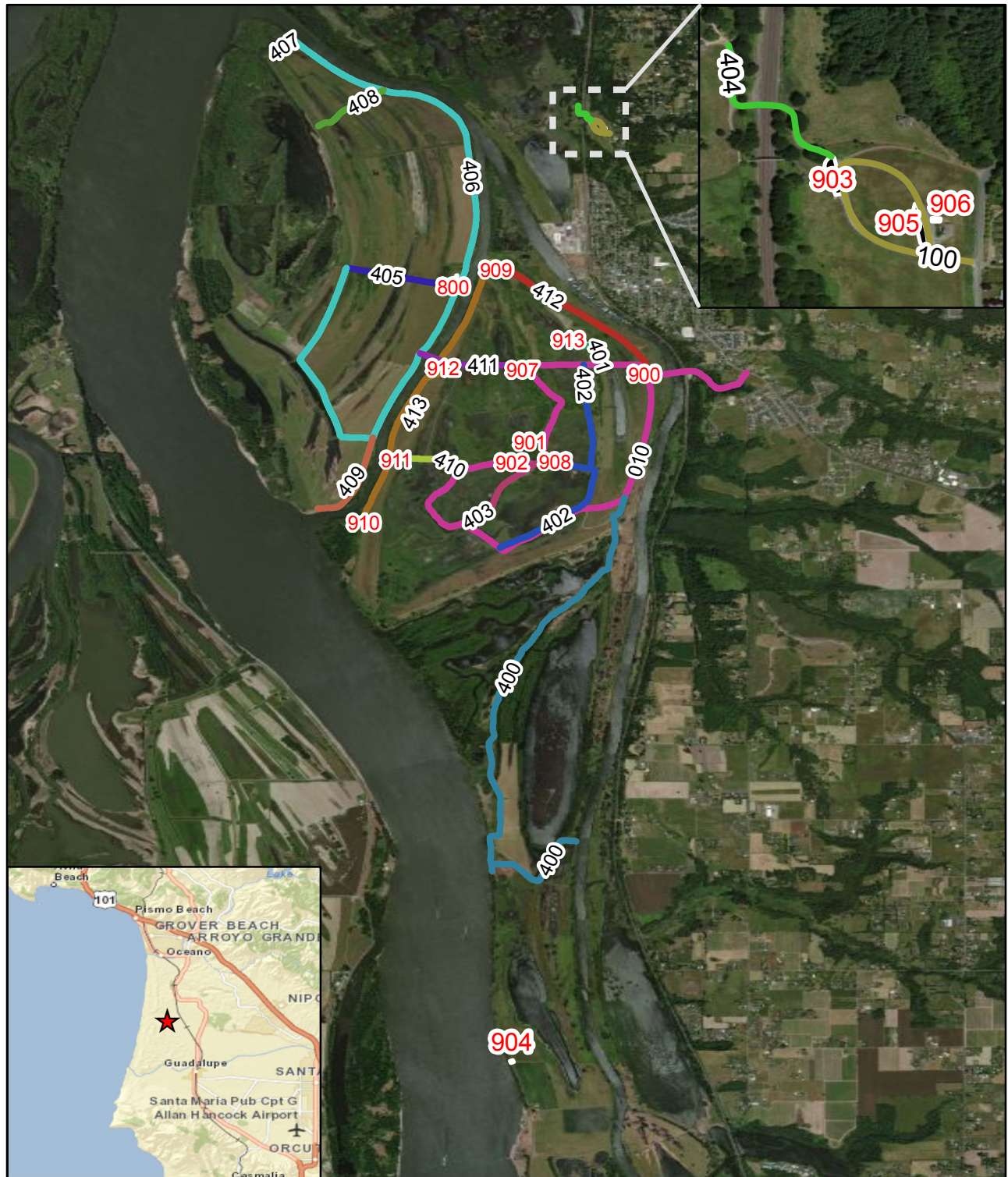
USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
Public (FC I-III)	0.00	0.0%	4.78	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	4.78
Admin (FC IV-V)	0.00	0.0%	8.47	53.9%	7.23	46.1%	0.00	0.0%	0.00	0.0%	15.70
Totals	0.00	0.0%	13.25	64.7%	7.23	35.3%	0.00	0.0%	0.00	0.0%	20.48

Parking Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		Total Sq Ft
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	
Public	0	0.0%	18608	30.0%	43509	70.0%	0	0.0%	0	0.0%	62,117
Admin	0	0.0%	43234	100.0%	0	0.0%	0	0.0%	0	0.0%	43,234
Totals	0	0.0%	61,842	58.7%	43,509	41.3%	0	0.0%	0	0.0%	105,351

# Ridgefield National Wildlife Refuge

## Route Location Map



## Ridgefield - 13551

### Route Identification List

Shading Color Key:

White = Paved Routes
Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
010	10003593	Auto Tour Route	4.54	From State Road 501 to end of Auto Tour Loop	-	4.54	2	1
100	10003584	Carty Unit Access Road	0.24	From Main Street to end of loop	-	0.24	1	2
400	10048014	Roth/Ridgeport Access Road	3.32	From Auto Tour Route (Route 010) to blue gate	-	3.32	1	5
401	-	Hunter Parking A Access Road	0.17	From Auto Tour Route (Route 010) to Hunter Parking A Parking (Route 913)	-	0.17	1	5
402	-	RVS East Drain Road	1.66	From north side Auto Tour Route (Route 010) to south side Auto Tour Route (Route 010)	-	1.66	1	5
403	-	RVS Midlands Road	0.52	From south side Auto Tour Route (Route 010) to north side Auto Tour Route (Route 010)	-	0.52	1	5
404	10003618	Carty Unit Road	0.14	From Carthy Unit Parking (Route 903) to wetlands	-	0.14	1	5
405	10048215	Bachlor Unit Hundred Acre Road	0.55	From BI Inner Dike Road (Route 406) to BI Inner Dike Road (Route 406)	-	0.55	1	5
406	*	BI Inner Dike Road	4.48	From Bachlor Unit Hundred Acre Road (Route 405) to BI Exclusion Pump Access Road (Route 407)	-	4.48	1	5
407	-	BI Exclusion Pump Access Road	0.15	From BI Inner Dike Road (Route 406) to pump	-	0.15	1	5
408	-	BI Duck Club Road	0.39	From BI Inner Dike Road (Route 406) to private land	-	0.39	1	5
409	-	Outer Dike Road	0.58	From BI Inner Dike Road (Route 406) to river access	-	0.58	1	5
410	-	RVS South Lake Road	0.35	From Auto Tour Route (Route 010) to RVS Hunt Access Road (Route 413)	-	0.35	1	5
411	10048014	Hunter/ Shop Access Road	0.53	From Auto Tour Route (Route 010) to BI Inner Dike Road (Route 406)	-	0.53	2	5
412	-	RVS Hall Road	0.96	From Auto Tour Route (Route 010) to RVS Hunt Access Road (Route 413)	-	0.96	1	5
413	10048014	RVS Hunt Access Road	1.90	From RVS Hall Road (Route 412) to Hunter D Parking (Route 910)	-	1.90	1	5

\* Route has more than one Asset Number

NUMERIC ROUTE ID

4a-1

## Ridgefield - 13551

### Route Identification List (Parking)

Shading Color Key:

White = Paved Routes
Green = Unpaved Routes

Route #	Asset Number	ROUTE NAME	Area (Sq Ft)	ROUTE DESCRIPTION	Surface Type
800	-	Shop Parking	43,234	From BI Inner Dike Road (Route 406)	Gravel
900	10036269	River S Unit Main Parking	7,853	From Auto Tour Route (Route 010)	Gravel
901	-	River S Observation Concrete Parking	1,154	From Auto Tour Route (Route 010)	Concrete
902	10036271	Kiwa Trailhead Parking	4,178	From Auto Tour Route (Route 010)	Gravel
903	-	Carthy Unit Parking	5,006	From Carty Unit Access Road (Route 100)	Gravel
904	10003633	Ridgeport Dairy Unit Parking	6,299	From Lower River Road	Asphalt
905	10003600	Headquarters Parking	4,742	From Carty Unit Access Road (Route 100)	Gravel
906	-	Headquarters Handicapped Parking	393	From Carty Unit Access Road (Route 100)	Concrete
907	-	Hunt Access Paking B	6,856	From Hunter/ Shop Access Road (Route 411)	Gravel
908	10036270	River S Observation Parking	1,442	From Auto Tour Route (Route 010)	Gravel
909	-	RVS Hall Road	1,531	From RVS Hunt Access Road (Route 413)	Gravel
910	-	Hunter D Parking	2,496	From RVS Hunt Access Road (Route 413)	Gravel
911	-	Hunter C Parking	1,793	From RVS Hunt Access Road (Route 413)	Gravel
912	-	Hunter Check Station Parking	16,188	From RVS Hunt Access Road (Route 413)	Gravel
913	-	Hunter Parking A Parking	2,186	From Hunter Parking A Access Road (Route 401)	Gravel

# CHANGES TO THE FISH AND WILDLIFE SERVICE ROAD INVENTORY REPORT

## Ridgefield NWR

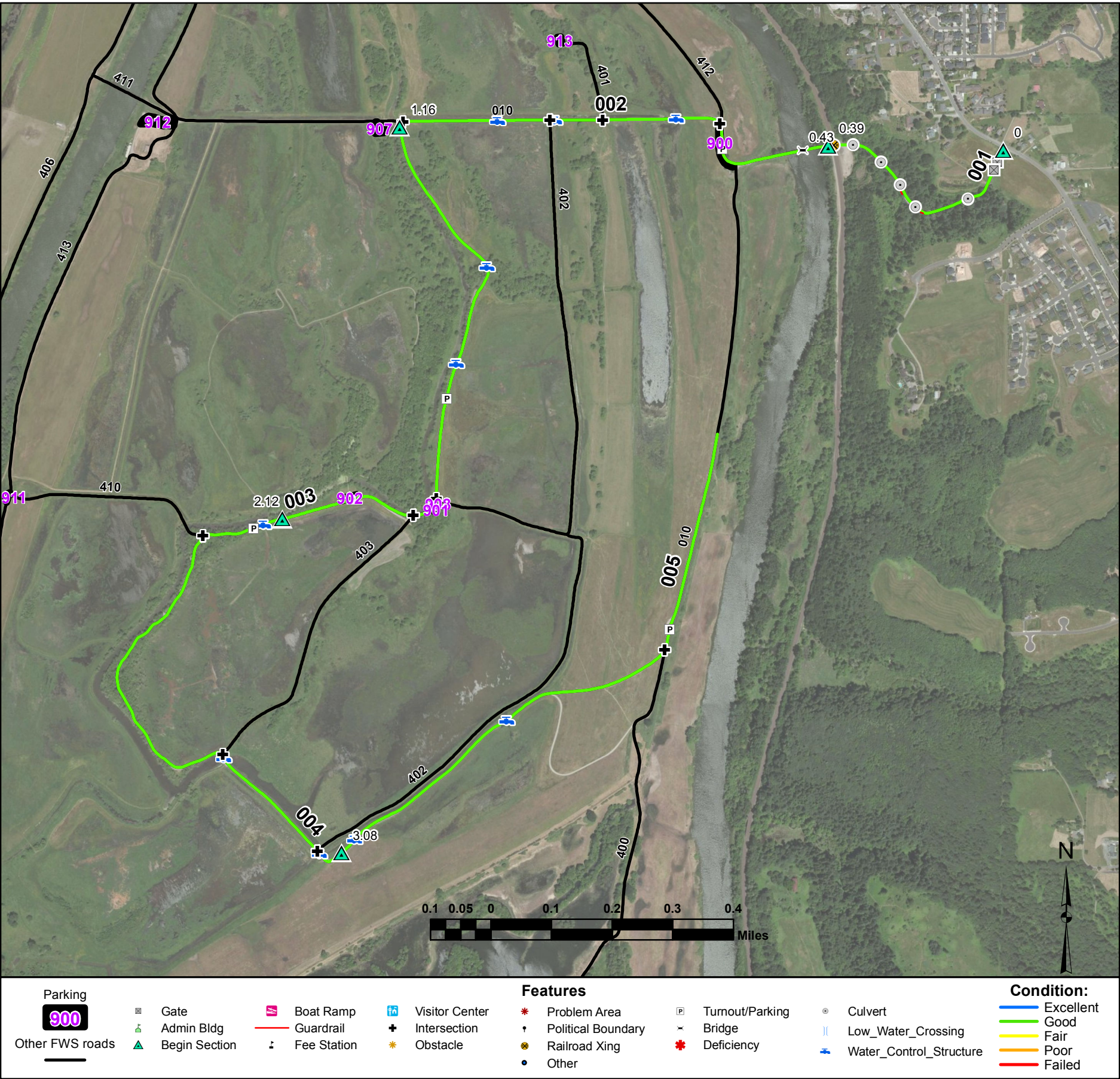
Routes added to previous inventory:		
Rte #	Rte Name	Reason For Addition
907	Hunt Access Paking B	New Public Route
908	River S Observation Parking	New Public Route
909	RVS Hall Road	New Public Route
910	Hunter D Parking	New Public Route
911	Hunter C Parking	New Public Route
912	Hunter Check Station Parking	New Public Route
913	Hunter Parking A Parking	New Public Route
400	Roth/Ridgeport Access Road	New Administrative Route
401	Hunter Parking A Access Road	New Administrative Route
402	RVS East Drain Road	New Administrative Route
403	RVS Midlands Road	New Administrative Route
404	Carty Unit Road	New Administrative Route
405	Bachlor Unit Hundred Acre Road	New Administrative Route
406	BI Inner Dike Road	New Administrative Route
407	BI Explusion Pump Access Road	New Administrative Route
408	BI Duck Club Road	New Administrative Route
409	Outer Dike Road	New Administrative Route
410	RVS South Lake Road	New Administrative Route
411	Hunter/ Shop Access Road	New Administrative Route
412	RVS Hall Road	New Administrative Route
413	RVS Hunt Access Road	New Administrative Route
800	Shop Parking	New Administrative Route

Routes removed from previous inventory:		
Rte #	Rte Name	Reason For Removal

Routes modified from previous inventory:			
Rte #	Rte Name	Type of Modification	Description of Modification
10	Auto Tour Route	Geometry Change	
903	Carthy Unit Parking	Geometry Change	
901	River S Observation Concrete Parking	Geometry Change	

Comments:





Auto Tour Route

From State Road 501 to end of Auto Tour Loop

Route Number: 010

Total Route Mileage: 4.54

Asset Number	10003593	10003593	10003593	10003593	10003593
Section Number	001	002	003	004	005
Section Length (miles)	0.39	0.77	0.96	0.96	1.01
Inspection Date	11-29-2012	11-29-2012	11-29-2012	11-29-2012	11-29-2012
Surface Type	Gravel	Gravel	Gravel	Gravel	Gravel
Number of Lanes	2	2	1	1	1
Roadway Width (feet)	16	18	14	14	14
Condition	Good	Good	Good	Good	Good
Remaining Service Life (years)	5	5	7	5	5
Estimated Cost to Repair	\$700	\$1,400	\$1,800	\$1,800	\$1,900
Current Replacement Value	\$310,900	\$613,800	\$765,300	\$765,300	\$805,200

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0	Water Control Structure	002-0.69	Water Control Structure	004-2.16		
Gate	001-0.02	Intersection	002-0.81	Turnout/Parking	004-2.18		
Gate	001-0.03	Water Control Structure	002-0.89	Intersection	004-2.27		
Culvert	001-0.1	Intersection	002-0.9	Intersection	004-2.8		
Begin Guardrail	001-0.18	Water Control Structure	002-0.99	Water Control Structure	004-2.81		
Culvert	001-0.2	Intersection	002-1.15	Intersection	004-3.03		
Begin Guardrail	001-0.22	Begin Section	003-1.16	Water Control Structure	004-3.03		
Culvert	001-0.24	Water Control Structure	003-1.43	Begin Section	005-3.08		
Culvert	001-0.29	Water Control Structure	003-1.59	Water Control Structure	005-3.11		
Culvert	001-0.34	Turnout/Parking	003-1.64	Water Control Structure	005-3.45		
Railroad Xing	001-0.38	Intersection	003-1.79	Intersection	005-3.78		
Begin Section	002-0.39	Turnout/Parking	003-1.8	Turnout/Parking	005-3.81		
Bridge	002-0.43	Intersection	003-1.84				
Turnout/Parking	002-0.58	Turnout/Parking	003-1.98				
Intersection	002-0.61	Begin Section	004-2.12				

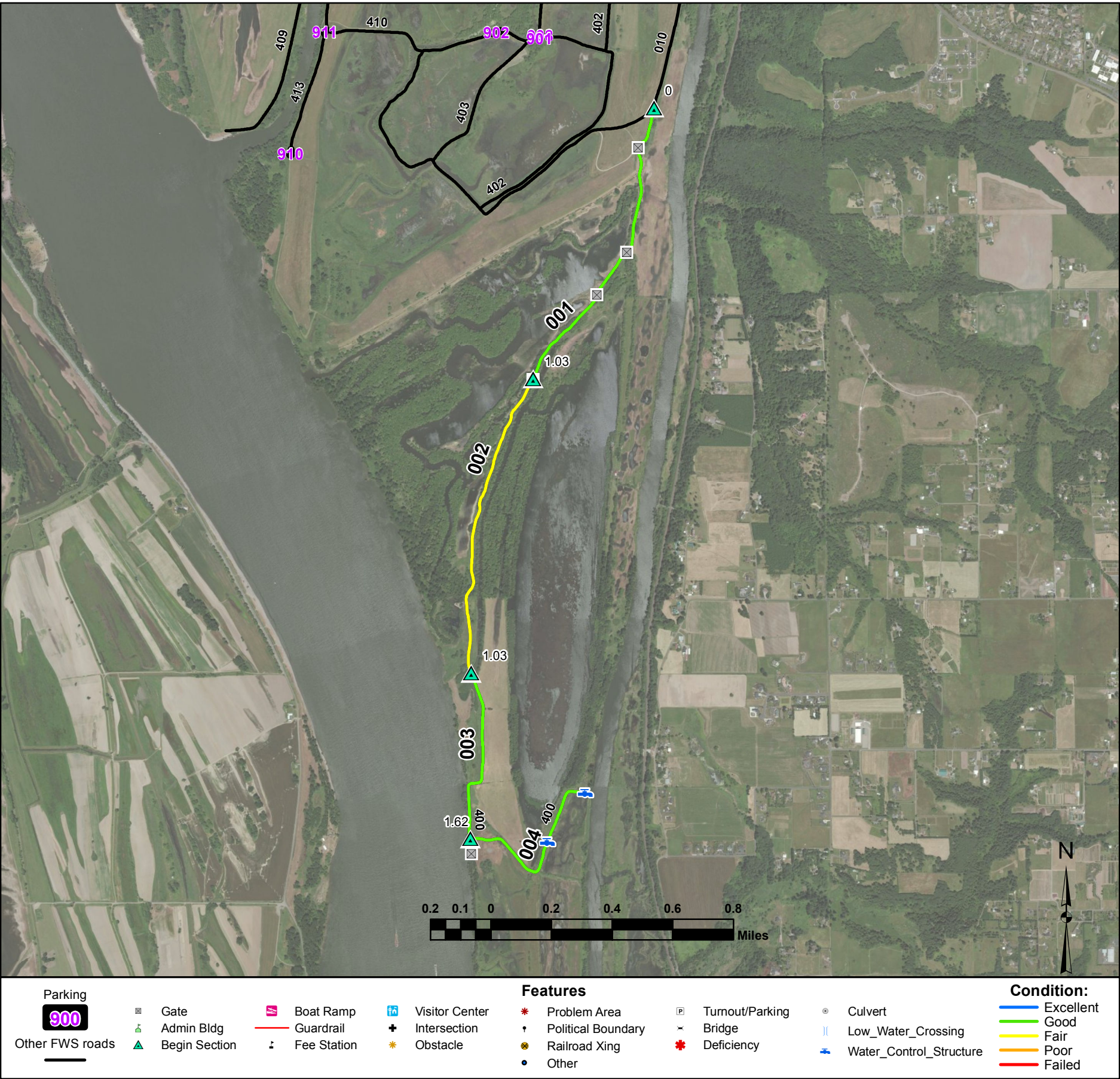




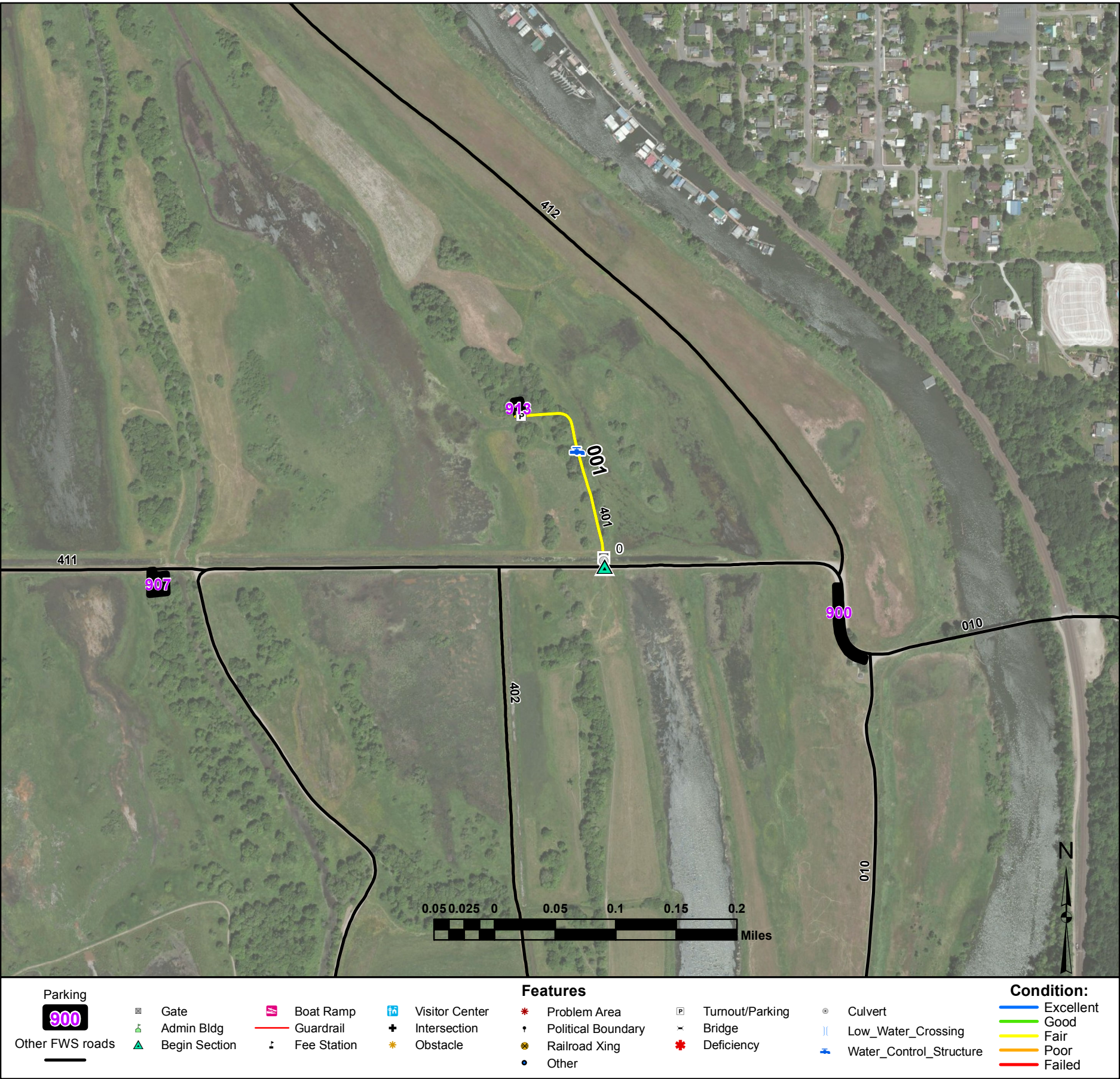












## Hunter Parking A Access Road

From Auto Tour Route (Route 010) to Hunter Parking A Parking (Route 913)

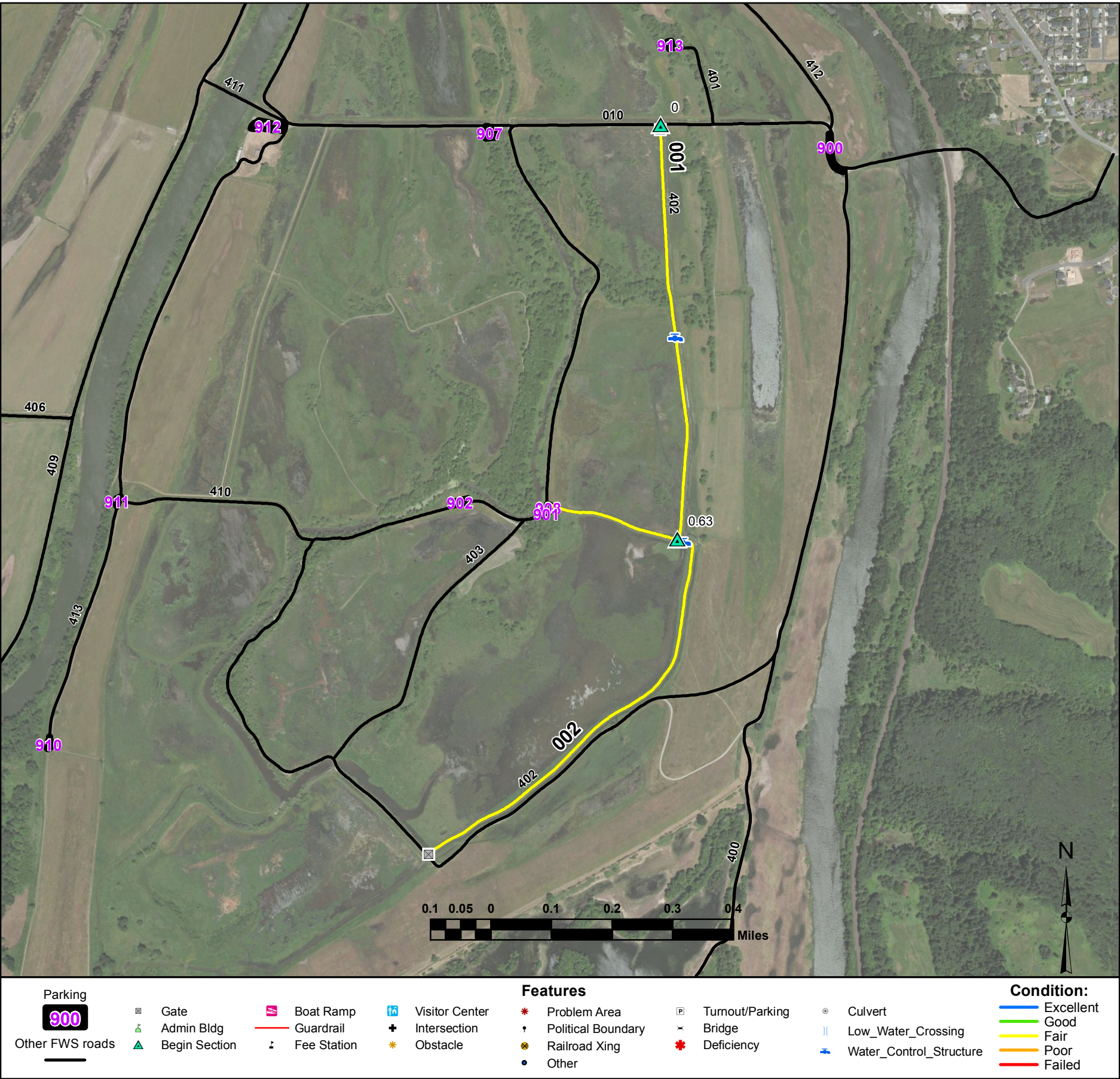
Route Number: 401

Total Route Mileage: 0.17

Asset Number	-				
Section Number	001				
Section Length (miles)	0.17				
Inspection Date	12-03-2012				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	10				
Condition	Fair				
Remaining Service Life (years)	3				
Estimated Cost to Repair	\$400				
Current Replacement Value	\$70,100				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Culvert	001-0.0						
Gate	001-0.01						
Water Control Structure	001-0.09						
Turnout/Parking	001-0.16						

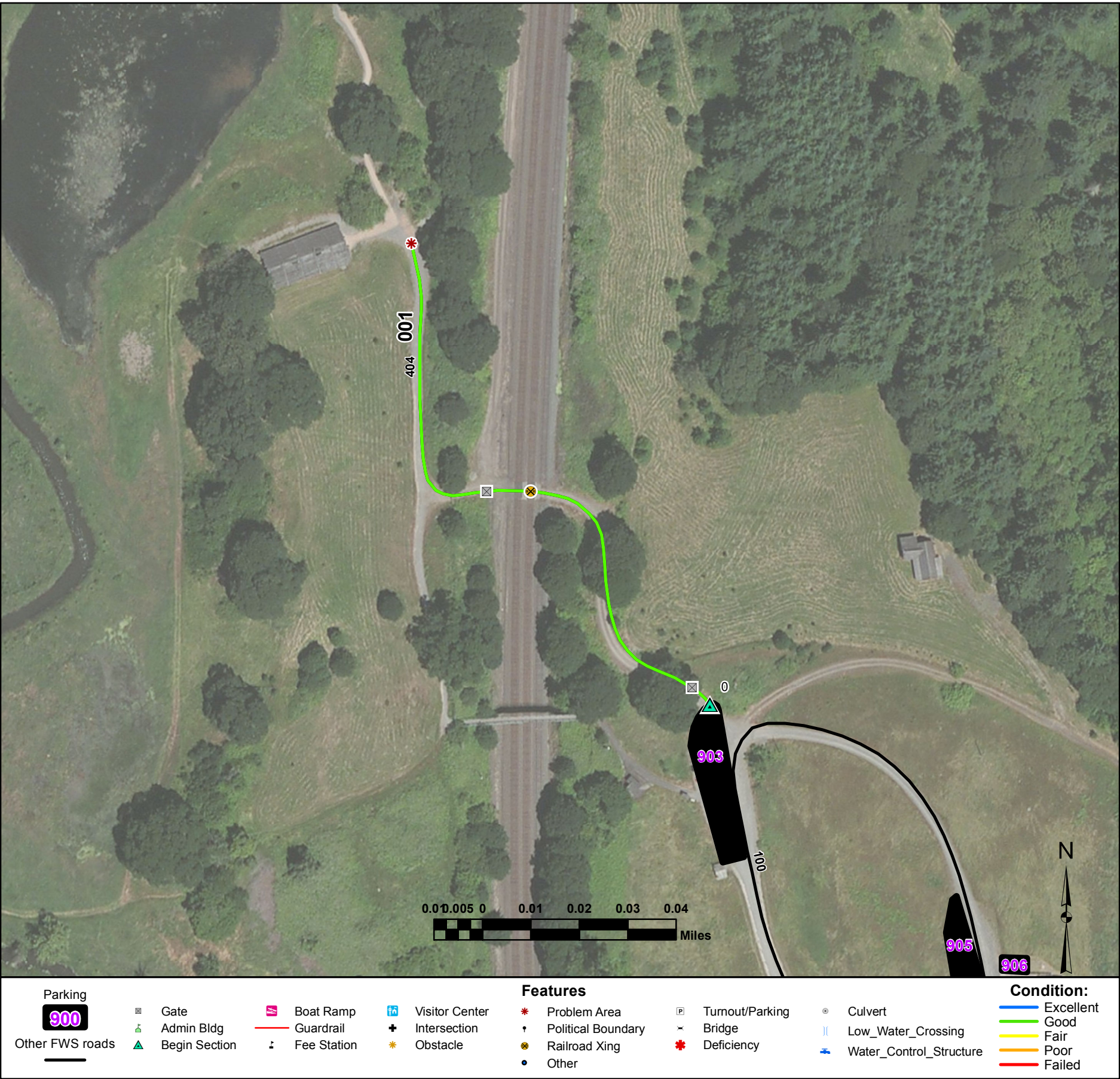












Carty Unit Road

From Carthy Unit Parking (Route 903) to wetlands

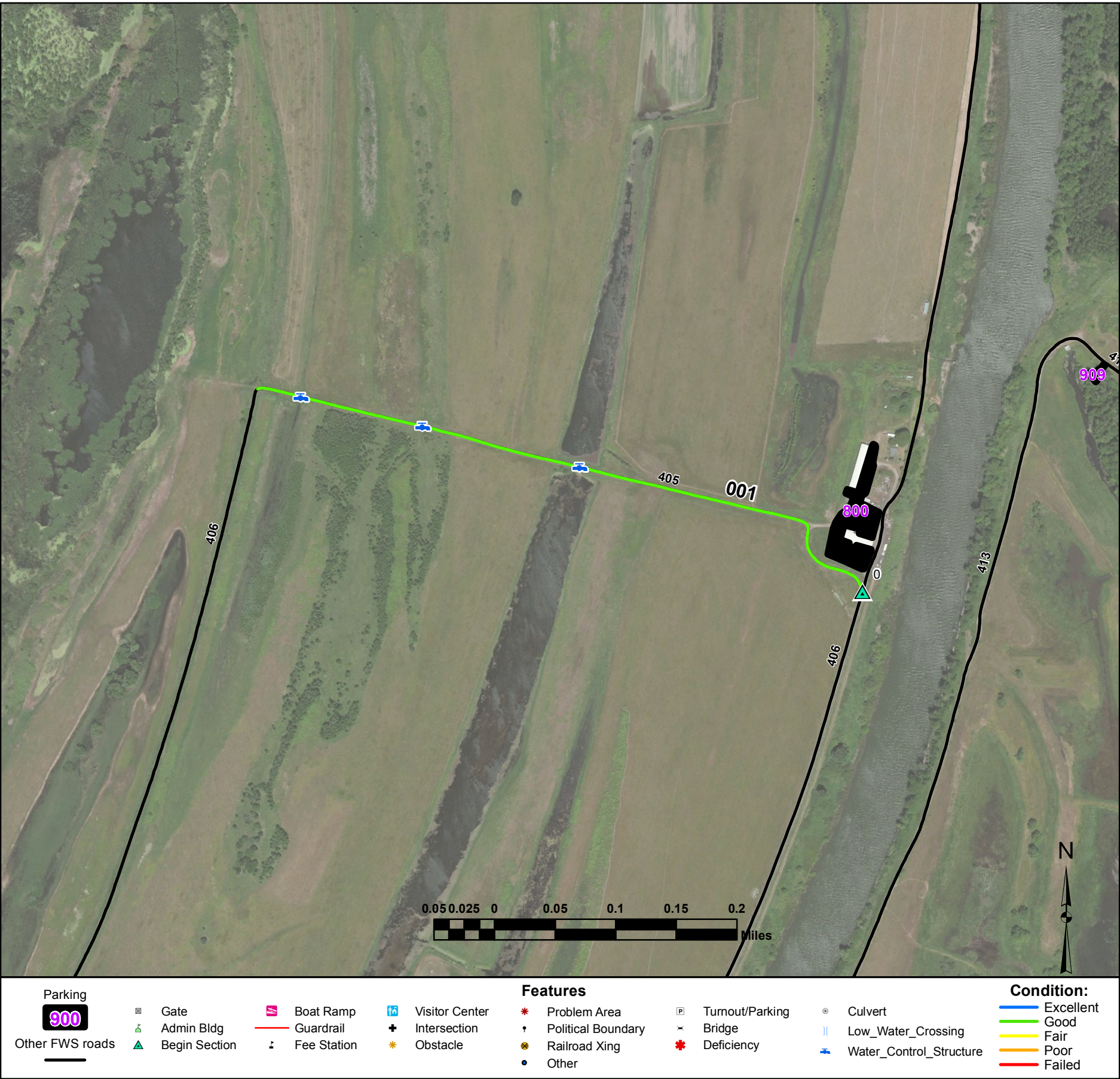
Route Number: 404

Total Route Mileage: 0.14

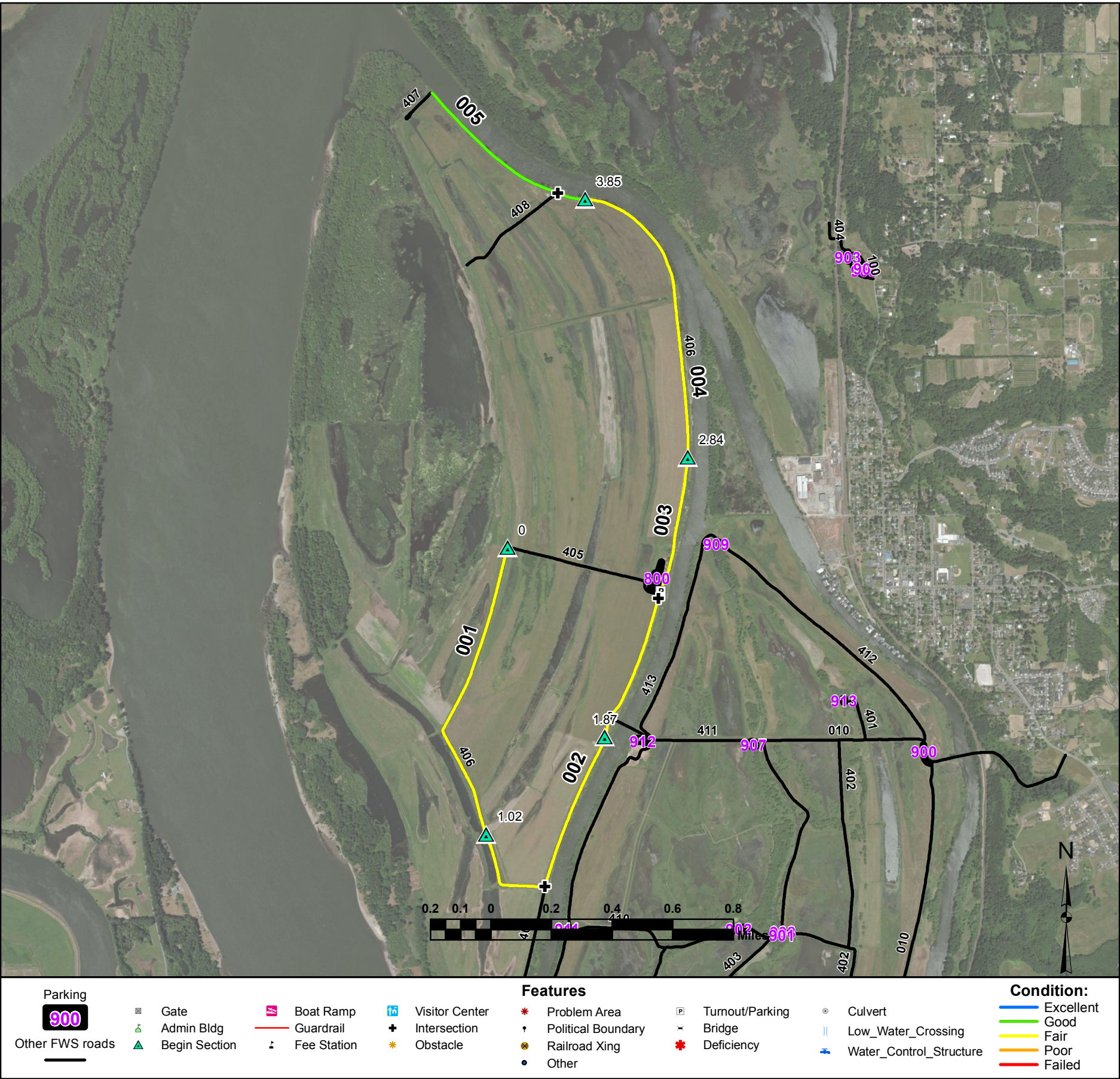
Asset Number	10003618				
Section Number	001				
Section Length (miles)	0.14				
Inspection Date	12-03-2012				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	\$300				
Current Replacement Value	\$111,600				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Railroad Xing	001-0.07						
Gate	001-0.08						
Problem Area	001-0.14						





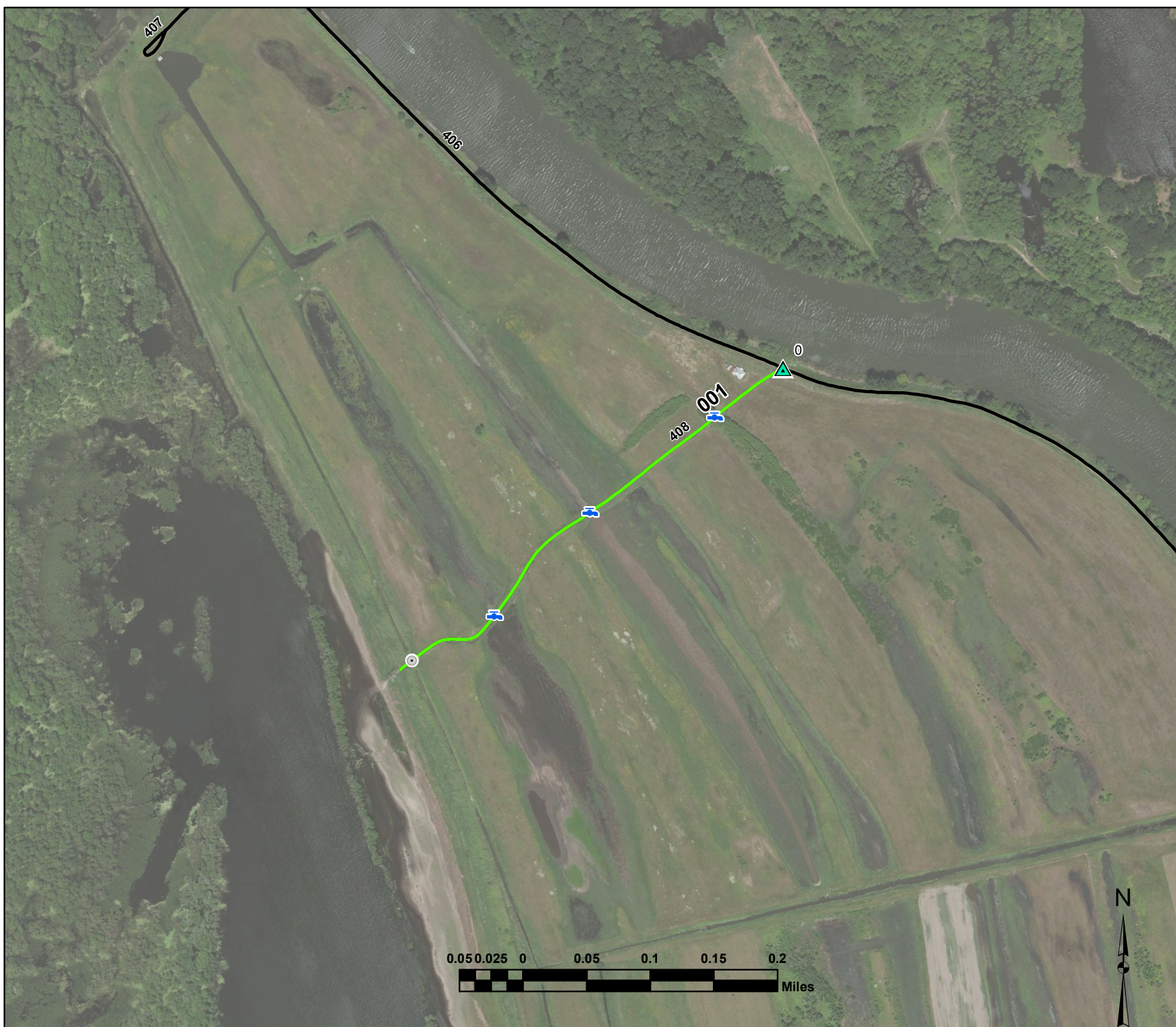












**Parking**  
 900  
 Other FWS roads

**Gate**  
 G  
 Admin Bldg  
 A  
 Begin Section

**Boat Ramp**  
 B  
 Guardrail  
  
 Fee Station  
 F

**Visitor Center**  
 V  
 Intersection  
  
 Obstacle  
 \*

**Features**  
 \* Problem Area  
 • Political Boundary  
 • Railroad Xing  
 • Other

**Turnout/Parking**  
 P  
 Bridge  
  
 Deficiency  
 \*

**Culvert**  
 C  
 Low\_Water\_Crossing  
 ||  
 Water\_Control\_Structure  
 W

**Condition:**  
 Excellent  
 Good  
 Fair  
 Poor  
 Failed

# BI Duck Club Road

From BI Inner Dike Road (Route 406) to private land

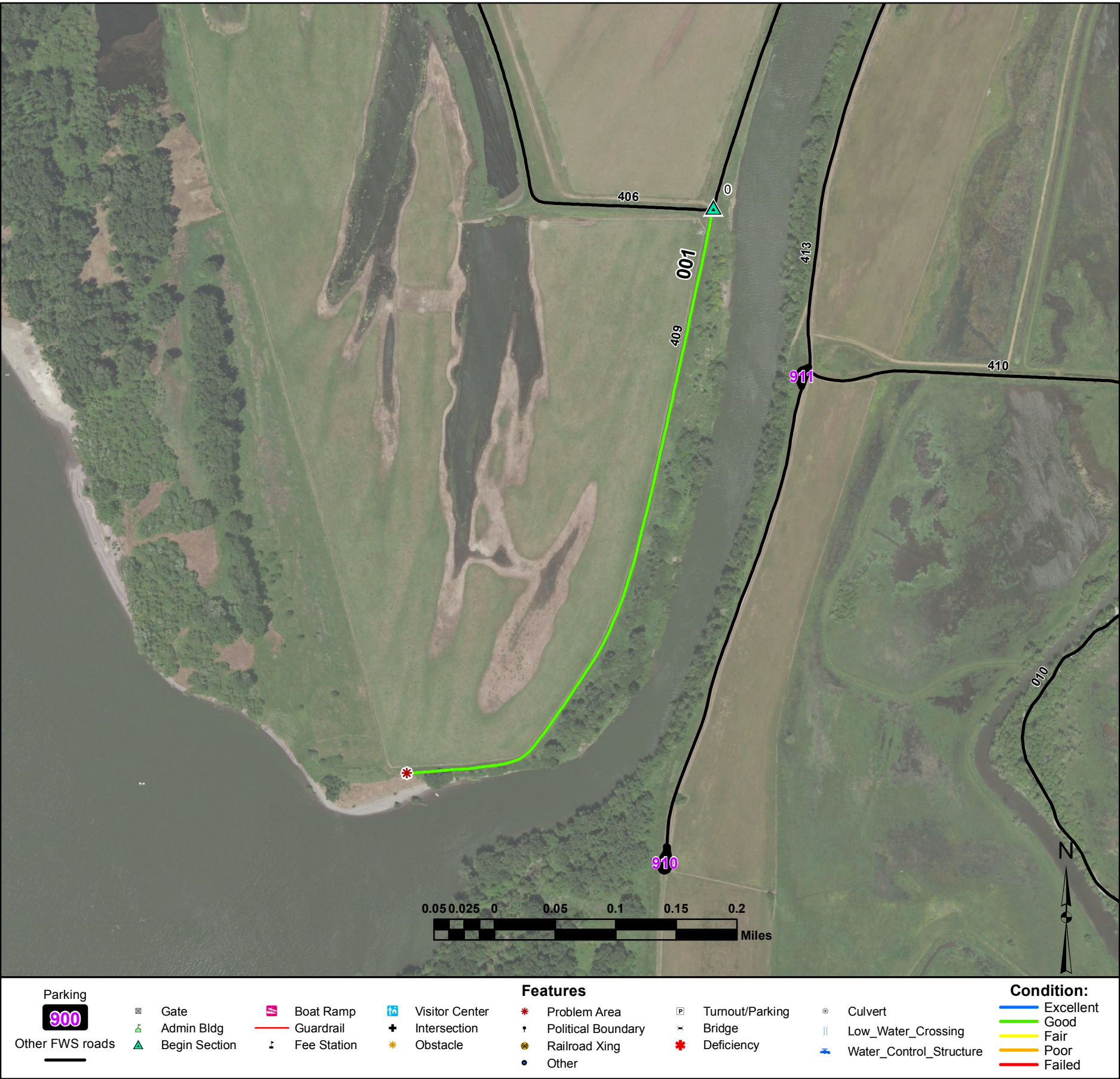
Route Number: 408

Total Route Mileage: 0.39

<b>Asset Number</b>	-				
<b>Section Number</b>	001				
<b>Section Length (miles)</b>	0.39				
<b>Inspection Date</b>	12-03-2012				
<b>Surface Type</b>	Native				
<b>Number of Lanes</b>	1				
<b>Roadway Width (feet)</b>	10				
<b>Condition</b>	Good				
<b>Remaining Service Life (years)</b>	5				
<b>Estimated Cost to Repair</b>	\$800				
<b>Current Replacement Value</b>	\$160,800				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Water Control Structure	001-0.07						
Water Control Structure	001-0.19						
Water Control Structure	001-0.3						
Culvert	001-0.38						





Turnout/Parking

Bridge

Deficiency

Culvert

Low\_Water\_Crossing

Water\_Control\_Structure

Excellent

Good

Fair

Poor

Failed

### Outer Dike Road

From BI Inner Dike Road (Route 406) to river access

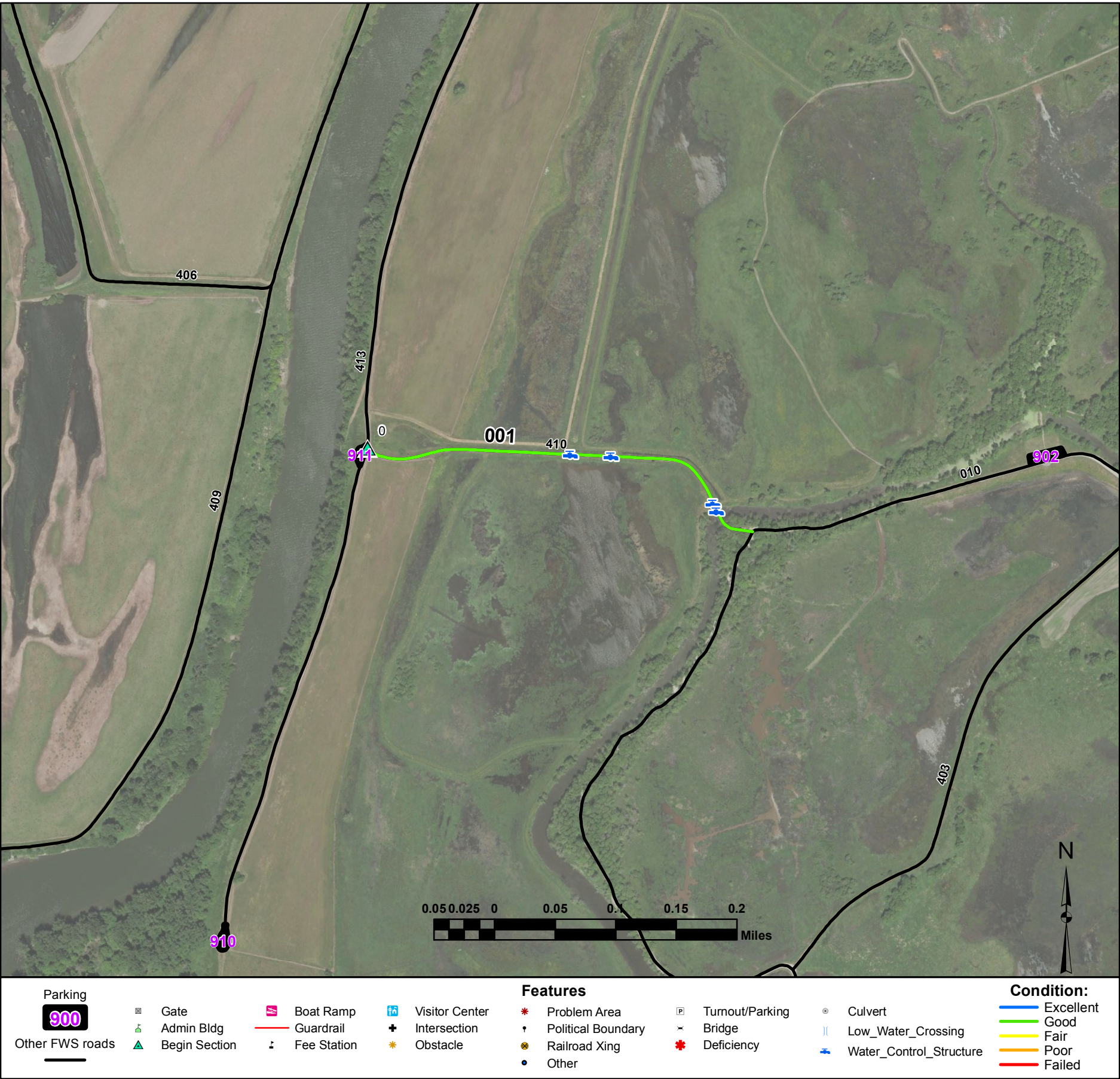
Route Number: 409

Total Route Mileage: 0.58

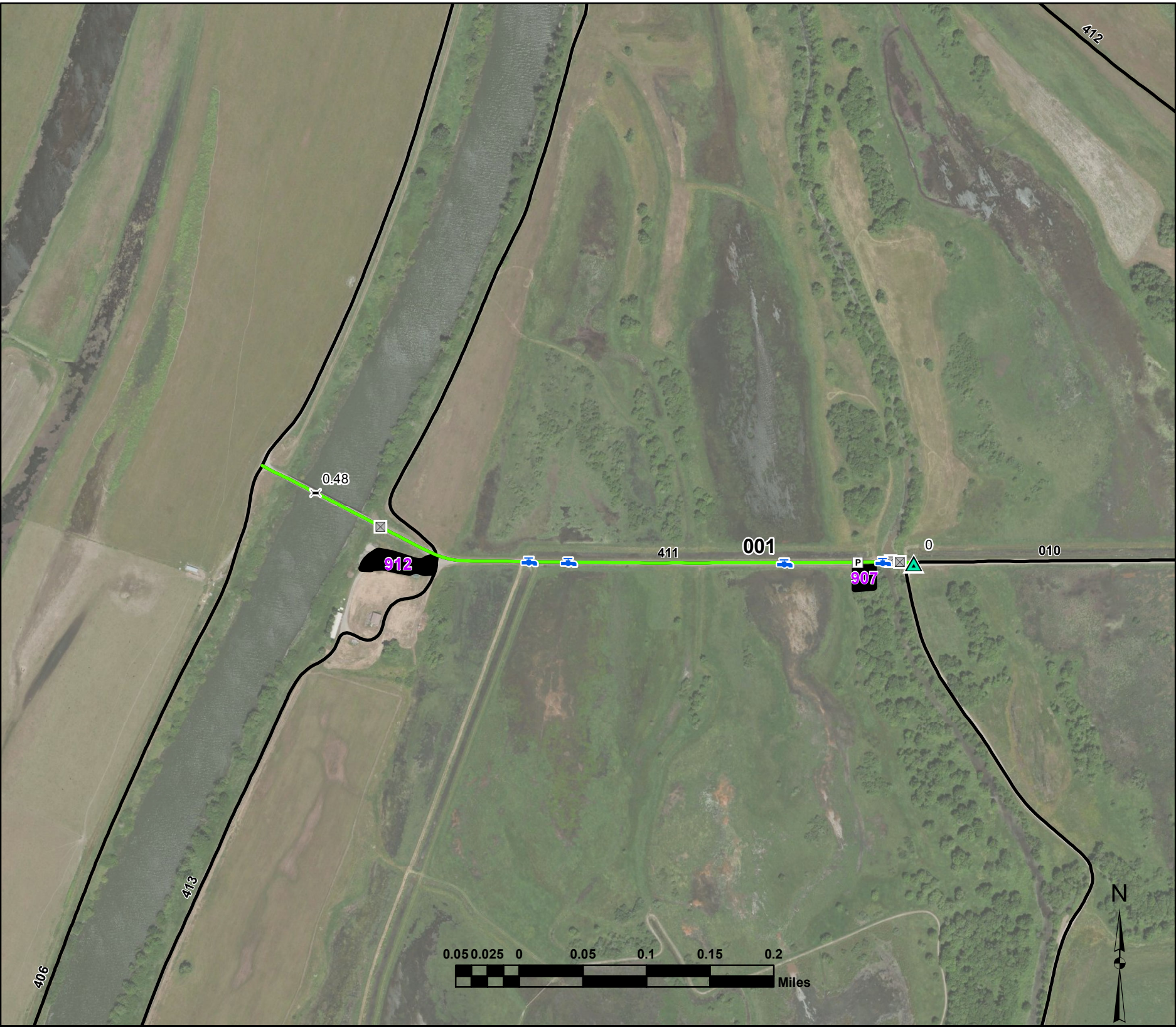
<b>Asset Number</b>	-				
<b>Section Number</b>	001				
<b>Section Length (miles)</b>	0.58				
<b>Inspection Date</b>	12-03-2012				
<b>Surface Type</b>	Native				
<b>Number of Lanes</b>	1				
<b>Roadway Width (feet)</b>	10				
<b>Condition</b>	Good				
<b>Remaining Service Life (years)</b>	5				
<b>Estimated Cost to Repair</b>	\$1,200				
<b>Current Replacement Value</b>	\$239,200				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Problem Area	001-0.58						









Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Boat Ramp

Guardrail

Fee Station

Visitor Center

Intersection

Obstacle

Problem Area

Political Boundary

Railroad Xing

Other

Turnout/Parking

Bridge

Deficiency

Culvert

Low\_Water\_Crossing

Water\_Control\_Structure

Condition:

Excellent

Good

Fair

Poor

Failed

Hunter/ Shop Access Road

From Auto Tour Route (Route 010) to BI Inner Dike Road (Route 406)

Route Number: 411

Total Route Mileage: 0.53

Asset Number	10048014				
Section Number	001				
Section Length (miles)	0.53				
Inspection Date	12-03-2012				
Surface Type	Gravel				
Number of Lanes	2				
Roadway Width (feet)	18				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	\$1,000				
Current Replacement Value	\$422,500				

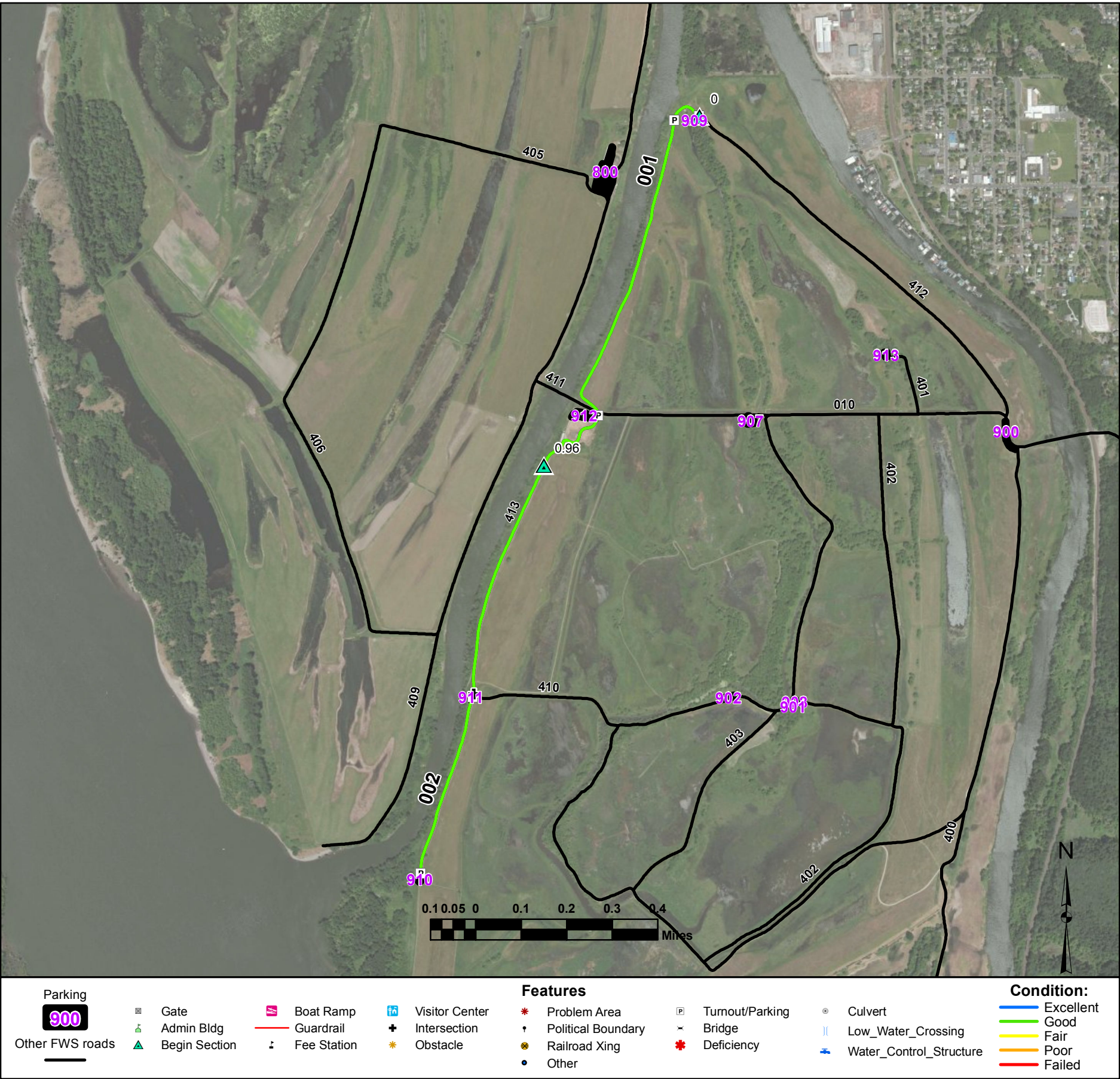
Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.01						
Gate	001-0.02						
Water Control Structure	001-0.02						
Turnout/Parking	001-0.04						
Water Control Structure	001-0.1						
Water Control Structure	001-0.28						
Water Control Structure	001-0.31						
Gate	001-0.43						
Bridge	001-0.48						

5-015









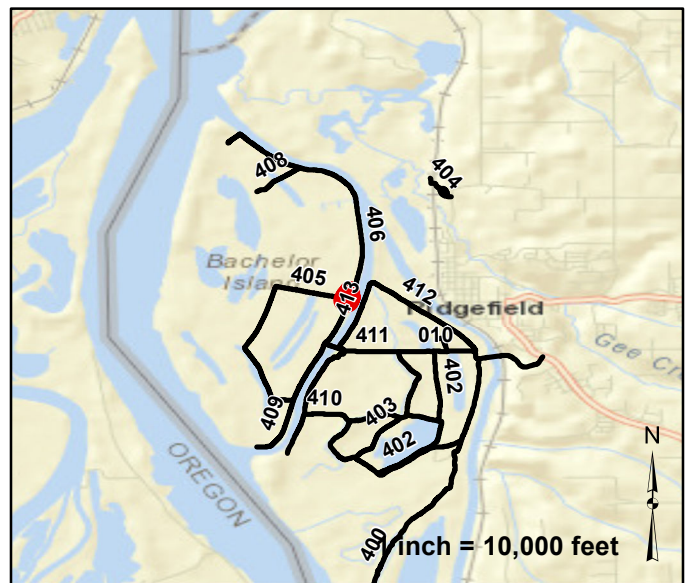


## Route Number: 800

### Shop Parking

From BI Inner Dike Road (Route 406)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	43234	20	Good	Gravel	\$7,500	12-03-2012	\$247,400

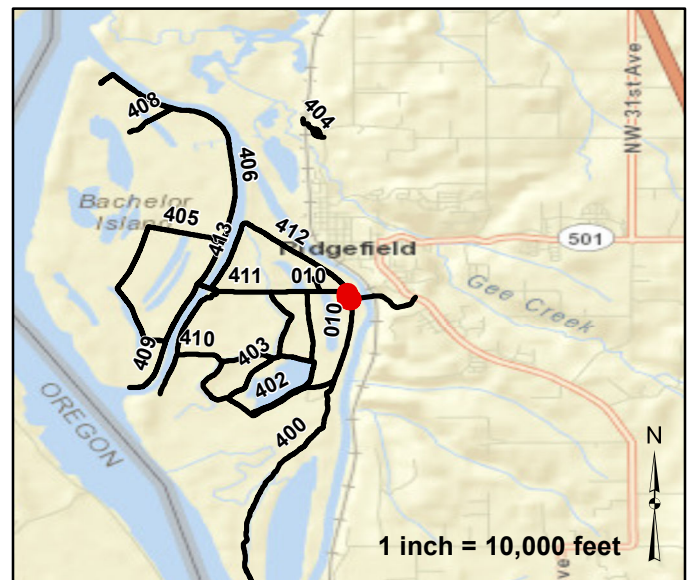
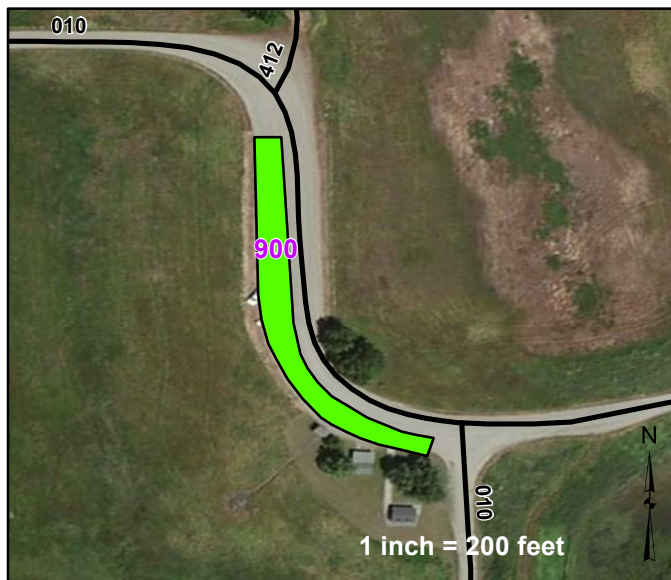


Parking		Features				Condition:	
	Other FWS roads	Gate	Boat Ramp	Visitor Center	Culvert	Excellent	
		Admin Bldg	Guardrail	Other	Low Water Crossing	Good	
		Begin Section	Fee Station	Problem Area	Water Control Structure	Fair	
						Poor	
						Failed	



**Route Number: 900**  
**River S Unit Main Parking**  
 From Auto Tour Route (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10036269	7853	50	Good	Gravel	\$1,400	11-29-2012	\$44,900

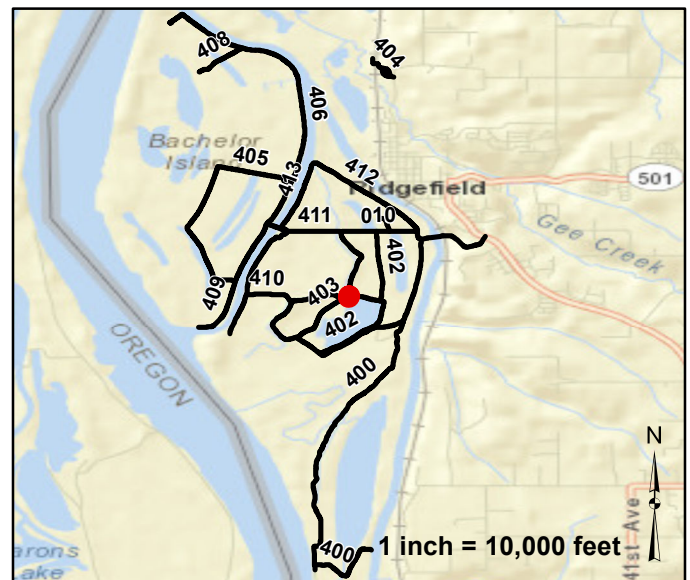
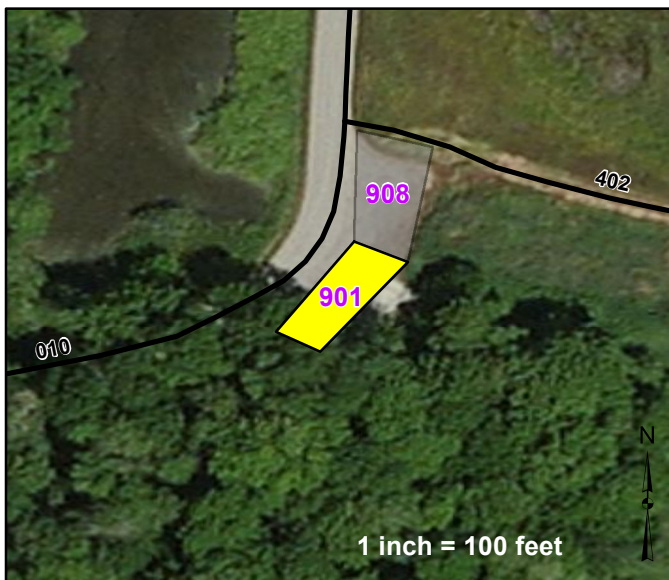


Parking		Features				Condition:	
Other FWS roads							



**Route Number: 901**  
**River S Observation Concrete Parking**  
**From Auto Tour Route (Route 010)**

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	1154	3	Fair	Concrete	\$2,400	11-29-2012	\$14,700

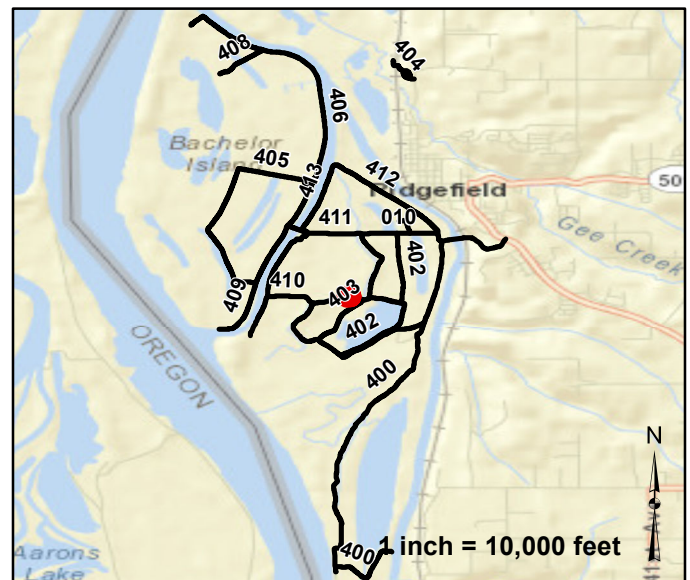


Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
Other FWS roads		Admin Bldg		Guardrail		Other	Good
		Begin Section		Fee Station		Problem Area	Fair
					Culvert		Low_Water_Crossing
					Water_Control_Structure		Poor
							Failed



**Route Number: 902**  
**Kiwa Trailhead Parking**  
**From Auto Tour Route (Route 010)**

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10036271	4178	10	Good	Gravel	\$700	11-29-2012	\$23,900



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
Other FWS roads	Admin Bldg	Guardrail	Other	Culvert	Low_Water_Crossing		Good
	Begin Section	Fee Station	Problem Area	Water_Control_Structure			Fair

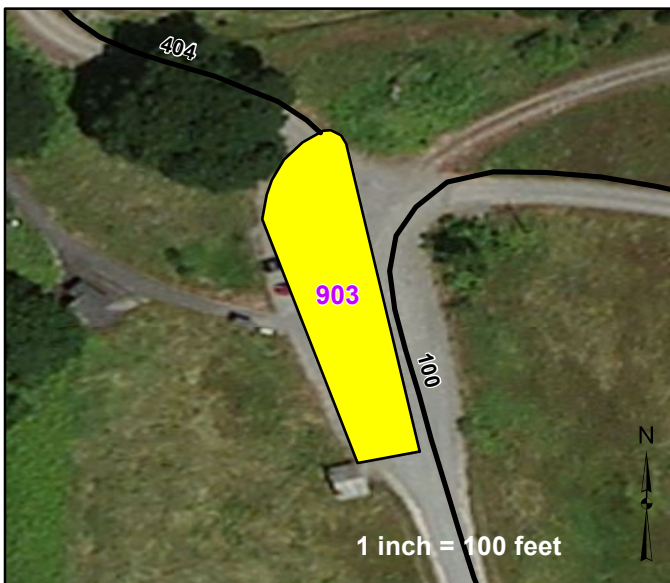


## Route Number: 903

### Carthy Unit Parking

From Carty Unit Access Road (Route 100)

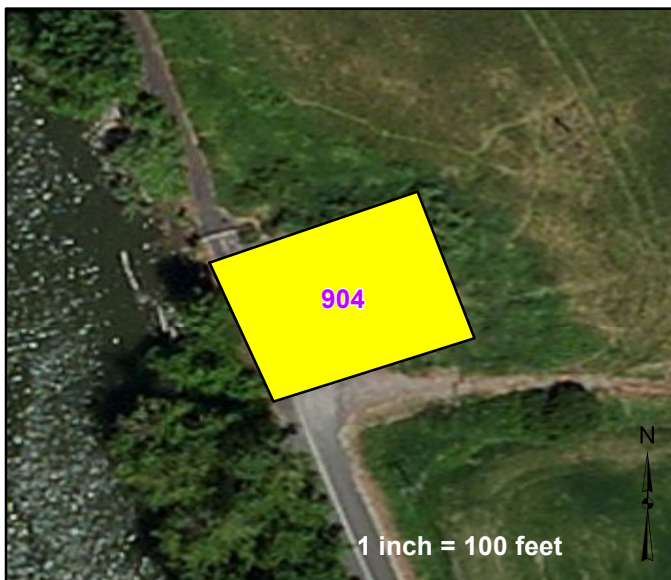
Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	5006	10	Fair	Gravel	\$1,500	11-29-2012	\$28,600



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
Other FWS roads		Admin Bldg		Guardrail		Other	Good
		Begin Section		Fee Station		Problem Area	Fair
						Culvert	Poor
						Low_Water_Crossing	Failed
						Water_Control_Structure	

**Route Number: 904**  
**Ridgeport Dairy Unit Parking**  
**From Lower River Road**

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10003633	6299	10	Fair	Asphalt	\$6,200	11-29-2012	\$66,000



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
	Other FWS roads		Culvert		Low_Water_Crossing		Poor
			Water_Control_Structure				Failed

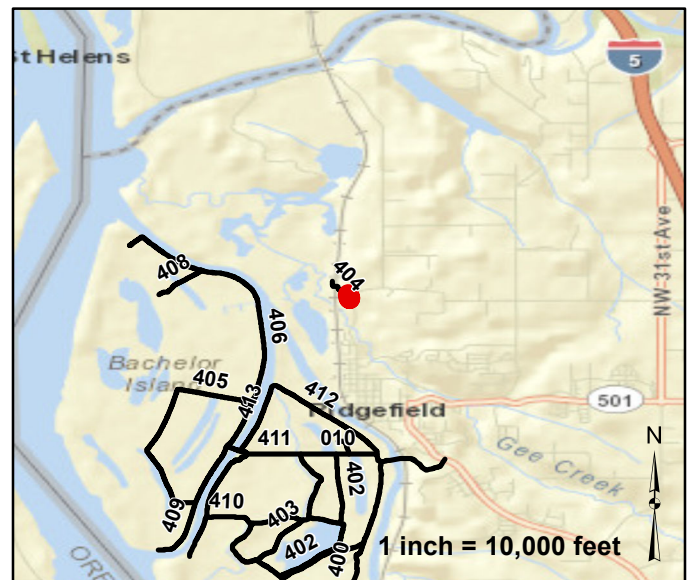
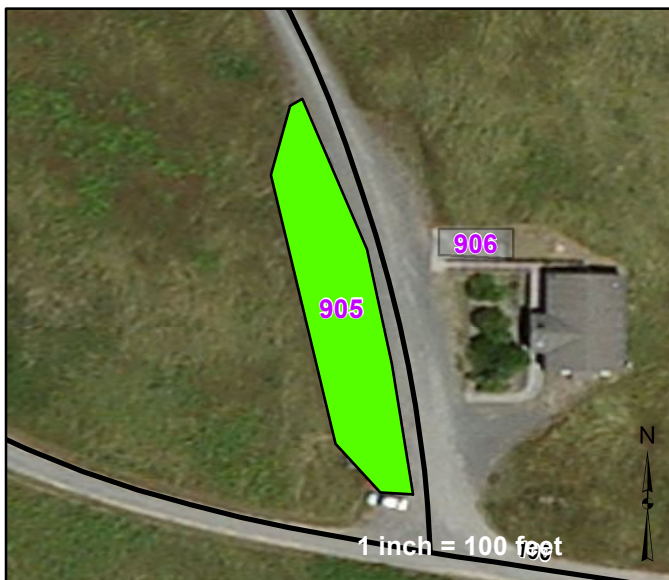


## Route Number: 905

### Headquarters Parking

From Carty Unit Access Road (Route 100)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10003600	4742	20	Good	Gravel	\$800	11-29-2012	\$27,100

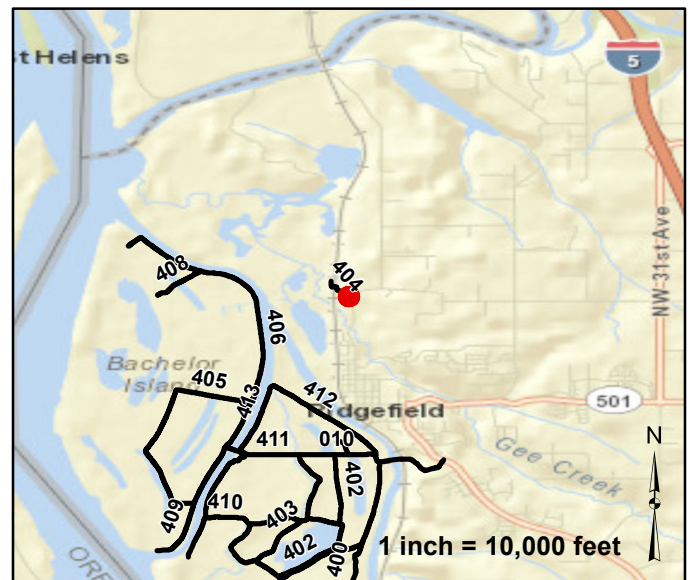
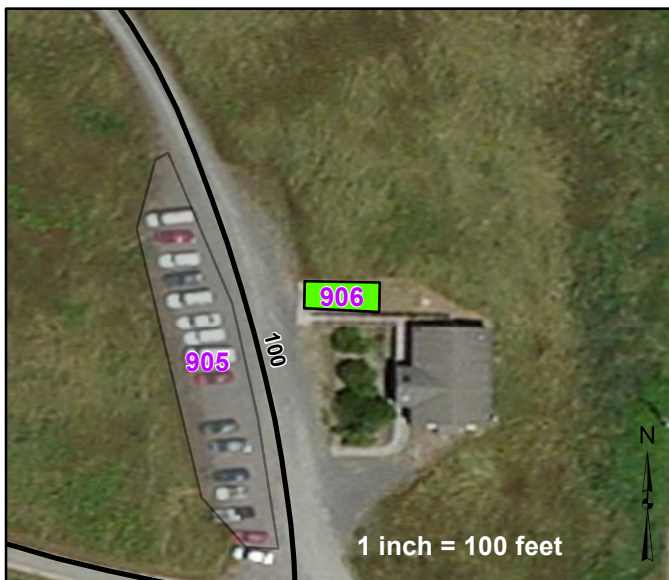


Parking		Features		Condition:	
	Gate		Boat Ramp		Excellent
Other FWS roads	Admin Bldg		Guardrail		Good
	Begin Section		Fee Station		Fair
			Visitor Center		Poor
			Other		Failed
			Problem Area		
			Culvert		
			Low_Water_Crossing		
			Water_Control_Structure		



**Route Number: 906**  
**Headquarters Handicapped Parking**  
 From Carty Unit Access Road (Route 100)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	393	1	Good	Concrete	\$100	11-29-2012	\$5,000

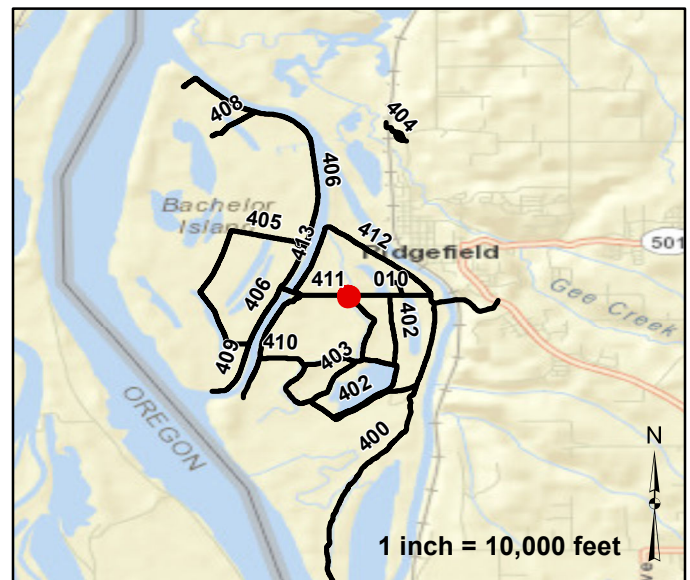
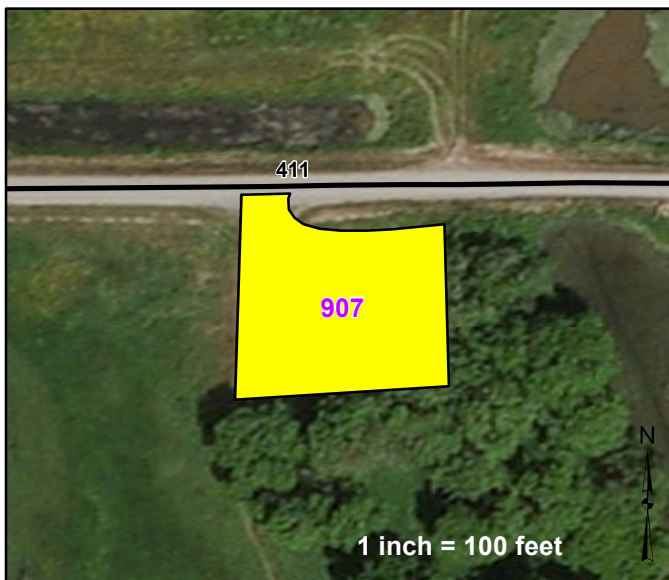


Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
	Other FWS roads		Culvert		Low_Water_Crossing		Poor
			Water_Control_Structure				Failed



**Route Number: 907**  
**Hunt Access Paking B**  
**From Hunter/ Shop Access Road (Route 411)**

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	6856	10	Fair	Gravel	\$2,100	11-29-2012	\$39,200

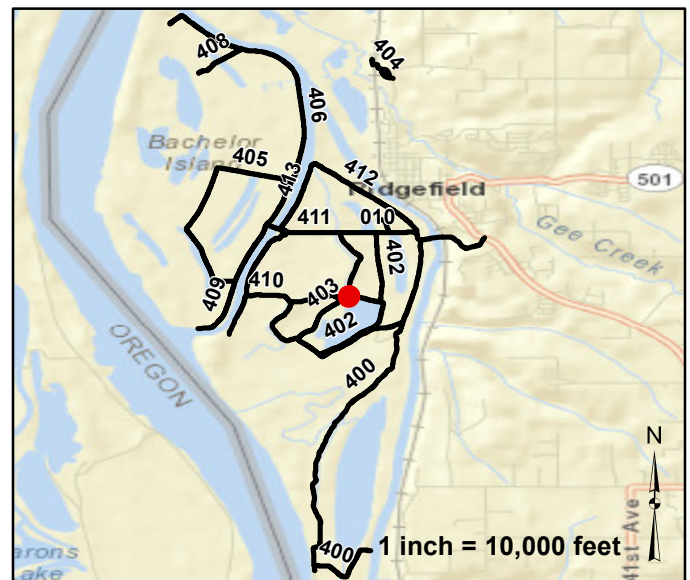


Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
Other FWS roads		Admin Bldg		Guardrail		Other	Good
		Begin Section		Fee Station		Problem Area	Fair
						Culvert	Poor
						Low_Water_Crossing	Failed
						Water_Control_Structure	



**Route Number: 908**  
**River S Observation Parking**  
 From Auto Tour Route (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10036270	1442	3	Good	Gravel	\$300	11-29-2012	\$8,300



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
	Other FWS roads		Culvert		Low_Water_Crossing		Poor
			Water_Control_Structure				Failed

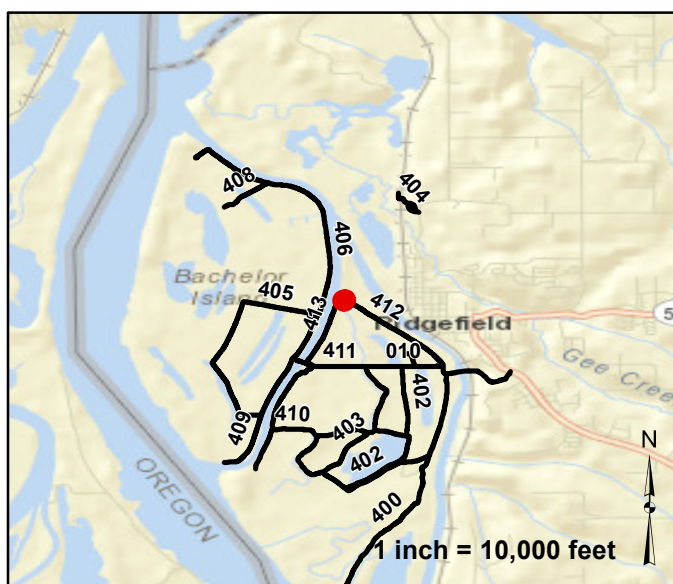


## Route Number: 909

## RVS Hall Road

### From RVS Hunt Access Road (Route 413)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	1531	3	Fair	Gravel	\$500	12-03-2012	\$8,800



**Legend:**

- Parking:** 900 (Black box with white text)
- Other FWS roads:** (Thick black line)
- Gate:** (Grey square with X)
- Admin Bldg:** (Green house icon)
- Begin Section:** (Green triangle with exclamation mark)
- Boat Ramp:** (Pink trapezoid)
- Guardrail:** (Red line)
- Fee Station:** (Black signpost icon)
- Visitor Center:** (Blue building icon)
- Other:** (Blue circle)
- Problem Area:** (Red asterisk)
- Culvert:** (Grey circle with dot)
- Low\_Water\_Crossing:** (Blue double vertical line)
- Water\_Control\_Structure:** (Blue dam icon)
- Condition:**
  - Excellent: (Blue line)
  - Good: (Green line)
  - Fair: (Yellow line)
  - Poor: (Orange line)
  - Failed: (Red line)

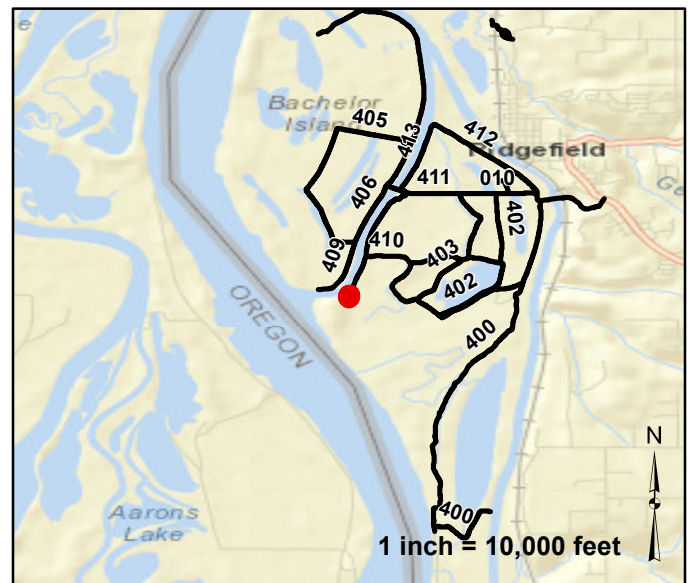
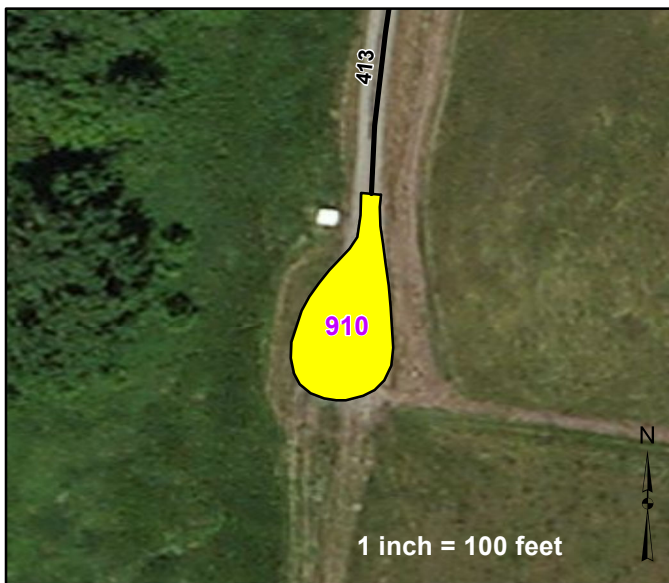


## Route Number: 910

### Hunter D Parking

From RVS Hunt Access Road (Route 413)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	2496	5	Fair	Gravel	\$800	12-03-2012	\$14,300



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
	Other FWS roads		Culvert		Low_Water_Crossing		Poor
			Water_Control_Structure				Failed

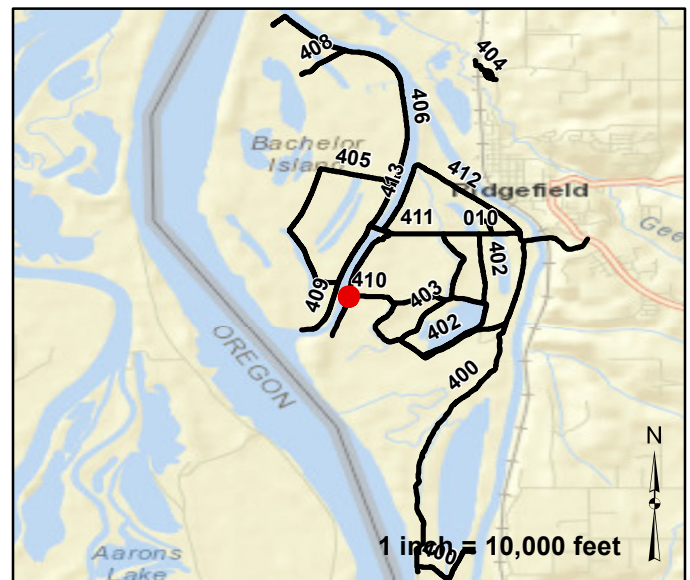
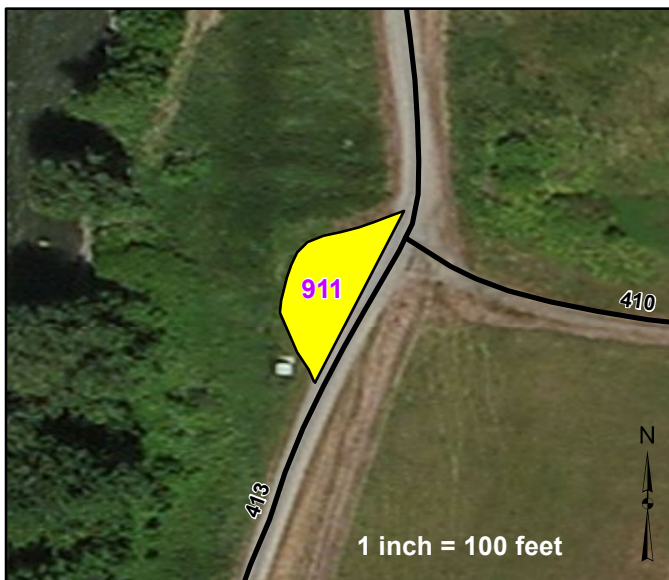


## Route Number: 911

### Hunter C Parking

From RVS Hunt Access Road (Route 413)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	1793	5	Fair	Gravel	\$500	12-03-2012	\$10,300

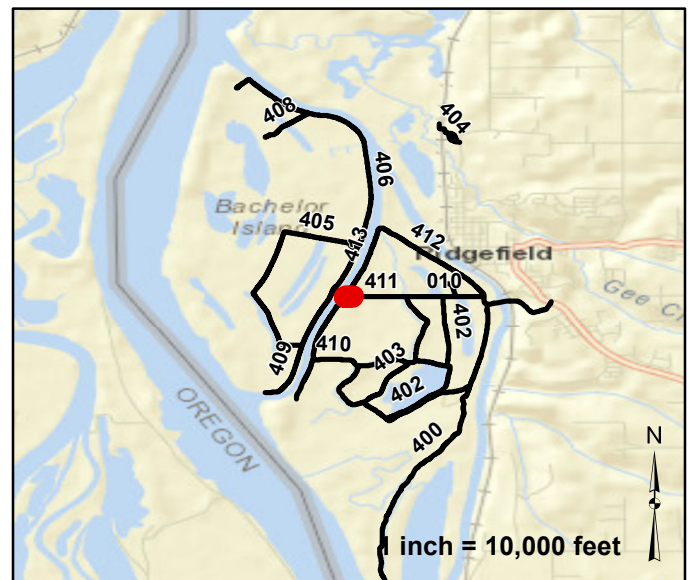
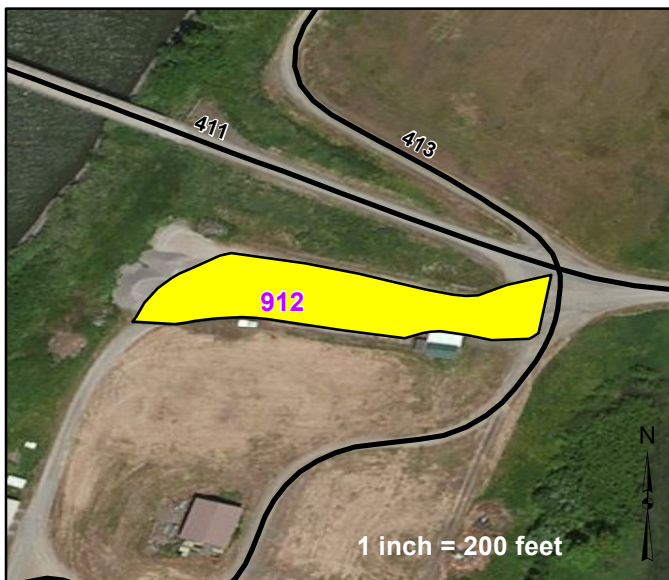


Parking		Features		Condition:	
	Gate		Boat Ramp		Excellent
	Admin Bldg		Guardrail		Good
	Begin Section		Fee Station		Fair
	Other FWS roads		Visitor Center		Poor
			Other		Failed
			Problem Area		
			Culvert		
			Low_Water_Crossing		
			Water_Control_Structure		



**Route Number: 912**  
**Hunter Check Station Parking**  
 From RVS Hunt Access Road (Route 413)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	16188	20	Fair	Gravel	\$5,000	12-03-2012	\$92,600



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
Other FWS roads	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
					Culvert		Poor
					Low_Water_Crossing		Failed
					Water_Control_Structure		

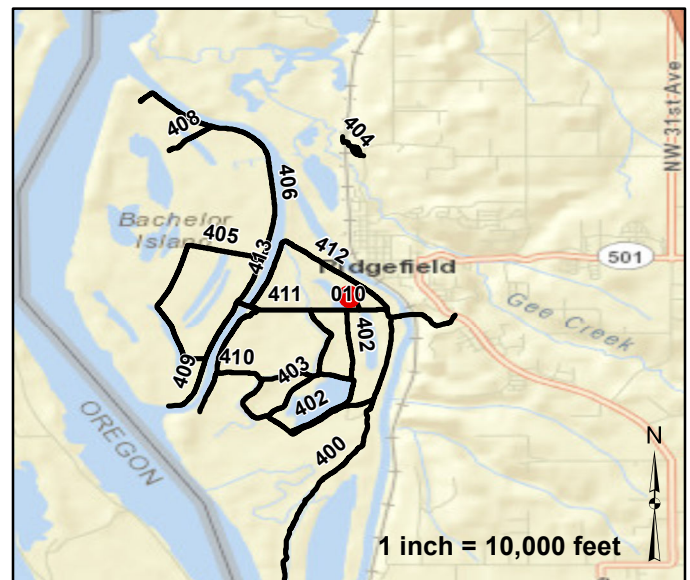


## Route Number: 913

### Hunter Parking A Parking

From Hunter Parking A Access Road (Route 401)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	2186	3	Fair	Gravel	\$700	11-29-2012	\$12,500



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
	Other FWS roads		Culvert		Low_Water_Crossing		Poor
			Water_Control_Structure				Failed



Ridgefield - 13551 Bridge Inventory					
Rte #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
10	0.43	000013551-0000	259	NA	NA
411	0.48	13551-00092	NA	NA	NA



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4197 Route: 010-001-0.0  
Begin Section



Photo: RIDG\_C4\_4198 Route: 010-001-0.02  
Metal Open Rail Gate



Photo: RIDG\_C4\_4199 Route: 010-001-0.03  
Metal Gate Electric



Photo: RIDG\_C4\_4200 Route: 010-001-0.1  
Metal Culvert 35ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4201 Route: 010-001-0.1  
Metal Culvert 35ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4202 Route: 010-001-0.2  
Metal Culvert 35ft long 18in dia. 2ft deep



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4203 Route: 010-001-0.2  
Metal Culvert 35ft long 18in dia. 2ft deep



Photo: RIDG\_C4\_4204 Route: 010-001-0.24  
Metal Culvert 35ft long 18in dia. 2ft deep



Photo: RIDG\_C4\_4205 Route: 010-001-0.24  
Metal Culvert 35ft long 18in dia. 2ft deep



Photo: RIDG\_C4\_4206 Route: 010-001-0.29  
Metal Culvert 35ft long 18in dia. 2ft deep



Photo: RIDG\_C4\_4207 Route: 010-001-0.29  
Metal Culvert 35ft long 18in dia. 2ft deep



Photo: RIDG\_C4\_4208 Route: 010-001-0.34  
Metal Culvert 30ft long 24in dia. 2ft deep



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4209 Route: 010-001-0.34  
Metal Culvert 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4212 Route: 010-001-0.22  
Guard\_Guide\_Rail  
Guardrail Galvanized\_Steel 75.0 ft long



Photo: RIDG\_C4\_4213 Route: 010-001-0.18  
Guard\_Guide\_Rail  
Guardrail Galvanized\_Steel 24.0 ft long



Photo: RIDG\_C4\_4267 Route: 010-002-0.39  
Begin Section



Photo: RIDG\_C4\_4220 Route: 010-002-0.43  
Wood Bridge NBIS:000013551-0000  
4225,4218



Photo: RIDG\_C4\_4226 Route: 010-002-0.69  
Metal WCS  
Flashboard Riser 40ft long 24in dia. 2ft deep



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4227 Route: 010-002-0.69  
Metal WCS Flashboard Riser 40ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4228 Route: 010-002-0.89  
Metal WCS Flashboard Riser 60ft long 36in dia. 3ft deep



Photo: RIDG\_C4\_4229 Route: 010-002-0.89  
Metal WCS Flashboard Riser 60ft long 36in dia. 3ft deep



Photo: RIDG\_C4\_4233 Route: 010-002-0.99  
Metal WCS Flashboard Riser 40ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4234 Route: 010-002-0.99  
Metal WCS Flashboard Riser 40ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4235 Route: 010-003-1.16  
Begin Section



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4236 Route: 010-003-1.43  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4237 Route: 010-003-1.43  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4241 Route: 010-003-1.59  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4242 Route: 010-003-1.59  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4243 Route: 010-004-2.12  
Begin Section



Photo: RIDG\_C4\_4244 Route: 010-004-2.16  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep  
8-005



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4245 Route: 010-004-2.16  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4249 Route: 010-004-2.81  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4250 Route: 010-004-2.81  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4254 Route: 010-004-3.03  
Metal WCS Flashboard Riser 60ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4255 Route: 010-004-3.03  
Metal WCS Flashboard Riser 60ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4258 Route: 010-005-3.08  
Begin Section



## ROUTE: 010

## Features Photographs



Photo: RIDG\_C4\_4259 Route: 010-005-3.11  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4260 Route: 010-005-3.11  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4261 Route: 010-005-3.45  
Metal WCS Flashboard Riser 30ft long 24in dia. 4ft deep



Photo: RIDG\_C4\_4262 Route: 010-005-3.45  
Metal WCS Flashboard Riser 30ft long 24in dia. 4ft deep



Photo: RIDG\_C4\_4266 Route: 010-006-4.09  
Begin Section



## ROUTE: 100

## Features Photographs



Photo: RIDG\_C4\_4186 Route: 100-001-0.0  
Begin Section



Photo: RIDG\_C4\_4185 Route: 100-001-0.0  
Metal Gate Electric



## ROUTE: 400

## Features Photographs



Photo: RIDG\_C4\_4282 Route: 400-001-0.0  
Begin Section



Photo: RIDG\_C4\_4283 Route: 400-001-0.14  
Metal Open Rail Gate



Photo: RIDG\_C4\_4284 Route: 400-001-0.47  
Metal Open Rail Gate



Photo: RIDG\_C4\_4285 Route: 400-001-0.65  
Metal Open Rail Gate



Photo: RIDG\_C4\_4287 Route: 400-002-1.03  
Metal Culvert 50ft long 72in dia. 8ft deep



Photo: RIDG\_C4\_4288 Route: 400-002-1.03  
Metal Culvert 50ft long 72in dia. 8ft deep



## ROUTE: 400

## Features Photographs



Photo: RIDG\_C4\_4289 Route: 400-002-1.03  
Begin Section



Photo: RIDG\_C4\_4286 Route: 400-002-1.03  
Metal Open Rail Gate



Photo: RIDG\_C4\_4290 Route: 400-003-1.03  
Begin Section



Photo: RIDG\_C4\_4291 Route: 400-003-1.67  
Metal Open Rail Gate



Photo: RIDG\_C4\_4292 Route: 400-004-1.62  
Begin Section



Photo: RIDG\_C4\_4295 Route: 400-004-2.01  
Metal WCS Flashboard Riser 40ft long 24in dia. 5ft deep  
8-010



## ROUTE: 400

## Features Photographs



Photo: RIDG\_C4\_4296 Route: 400-004-2.01  
Metal WCS Flashboard Riser 40ft long 24in dia. 5ft deep



Photo: RIDG\_C4\_4293 Route: 400-004-2.23  
Metal WCS Flashboard Riser 40ft long 24in dia. 5ft deep



Photo: RIDG\_C4\_4294 Route: 400-004-2.23  
Metal WCS Flashboard Riser 40ft long 24in dia. 5ft deep



## ROUTE: 401

## Features Photographs



Photo: RIDG\_C4\_4309 Route: 401-001-0.0  
Metal Culvert 40ft long 36in dia. 5ft deep



Photo: RIDG\_C4\_4310 Route: 401-001-0.0  
Metal Culvert 40ft long 36in dia. 5ft deep



Photo: RIDG\_C4\_4308 Route: 401-001-0.0  
Begin Section



Photo: RIDG\_C4\_4383 Route: 401-001-0.01  
Metal Cable Gate



Photo: RIDG\_C4\_4311 Route: 401-001-0.09  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4312 Route: 401-001-0.09  
Metal WCS  
Flashboard Riser 30ft long 24in dia. 2ft deep



## ROUTE: 402

## Features Photographs



Photo: RIDG\_C4\_4315 Route: 402-001-0.0  
Begin Section



Photo: RIDG\_C4\_4316 Route: 402-001-0.01  
Metal Cable Gate



Photo: RIDG\_C4\_4317 Route: 402-001-0.32  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4318 Route: 402-001-0.32  
Metal WCS Flashboard Riser 30ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4319 Route: 402-002-0.63  
Begin Section



Photo: RIDG\_C4\_4320 Route: 402-002-0.64  
Metal WCS  
Flashboard Riser 30ft long 24in dia. 3ft deep



## ROUTE: 402

## Features Photographs



Photo: RIDG\_C4\_4321 Route: 402-002-0.64  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep

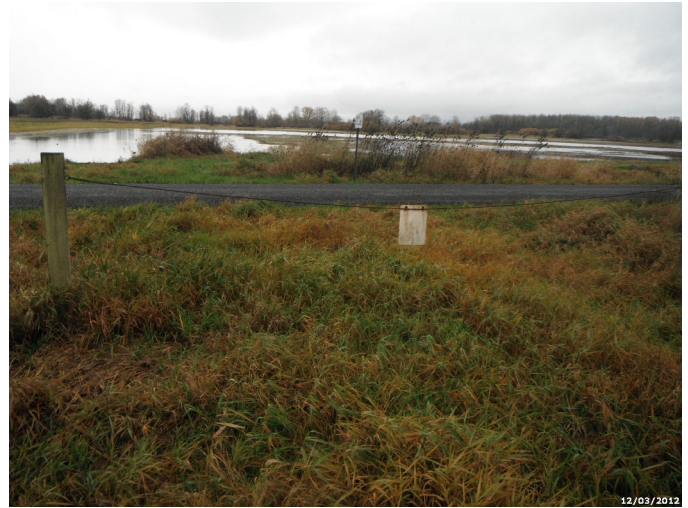


Photo: RIDG\_C4\_4324 Route: 402-002-1.37  
Metal Cable Gate



## ROUTE: 403

## Features Photographs



Photo: RIDG\_C4\_4325 Route: 403-001-0.0  
Begin Section



Photo: RIDG\_C4\_4326 Route: 403-001-0.01  
Metal Cable Gate



Photo: RIDG\_C4\_4327 Route: 403-001-0.5  
Metal Open Rail Gate



## ROUTE: 404

## Features Photographs



Photo: RIDG\_C4\_4328 Route: 404-001-0.0  
Begin Section



Photo: RIDG\_C4\_4329 Route: 404-001-0.0  
Metal Open Rail Gate



Photo: RIDG\_C4\_4330 Route: 404-001-0.08  
Metal Open Rail Gate



Photo: RIDG\_C4\_4331 Route: 404-001-0.14  
Problem Area Road Flooded



## ROUTE: 405

## Features Photographs



Photo: RIDG\_C4\_4332 Route: 405-001-0.0  
Begin Section



Photo: RIDG\_C4\_4333 Route: 405-001-0.27  
Metal WCS Flashboard Riser 50ft long 48in dia. 6ft deep



Photo: RIDG\_C4\_4334 Route: 405-001-0.27  
Metal WCS Flashboard Riser 50ft long 48in dia. 6ft deep



Photo: RIDG\_C4\_4335 Route: 405-001-0.41  
Metal WCS Flashboard Riser 40ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4336 Route: 405-001-0.41  
Metal WCS Flashboard Riser 40ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4337 Route: 405-001-0.51  
Metal WCS  
Flashboard Riser 40ft long 24in dia. 2ft deep



## ROUTE: 405

## Features Photographs



Photo: RIDG\_C4\_4338 Route: 405-001-0.51

Metal WCS Flashboard Riser 40ft long 24in dia. 2ft deep



## ROUTE: 406

## Features Photographs



Photo: RIDG\_C4\_4339 Route: 406-001-0.0  
Begin Section



Photo: RIDG\_C4\_4341 Route: 406-002-1.02  
Begin Section



Photo: RIDG\_C4\_4342 Route: 406-003-1.87  
Begin Section



Photo: RIDG\_C4\_4343 Route: 406-004-2.84  
Begin Section



Photo: RIDG\_C4\_4344 Route: 406-005-3.85  
Begin Section



## ROUTE: 407

## Features Photographs



Photo: RIDG\_C4\_4345 Route: 407-001-0.0  
Begin Section



## ROUTE: 408

## Features Photographs



Photo: RIDG\_C4\_4346 Route: 408-001-0.0  
Begin Section



Photo: RIDG\_C4\_4347 Route: 408-001-0.07  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4348 Route: 408-001-0.07  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4349 Route: 408-001-0.19  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4350 Route: 408-001-0.19  
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4351 Route: 408-001-0.3  
Metal WCS Flashboard Riser 25ft long 24in dia. 2ft deep  
8-021



## ROUTE: 408

## Features Photographs



Photo: RIDG\_C4\_4352 Route: 408-001-0.3  
Metal WCS Flashboard Riser 25ft long 24in dia. 2ft deep



Photo: RIDG\_C4\_4353 Route: 408-001-0.38  
Metal Culvert 60ft long 48in dia. 3ft deep



Photo: RIDG\_C4\_4354 Route: 408-001-0.38  
Metal Culvert 60ft long 48in dia. 3ft deep



## ROUTE: 409

## Features Photographs



Photo: RIDG\_C4\_4355 Route: 409-001-0.0  
Begin Section



Photo: RIDG\_C4\_4356 Route: 409-001-0.58  
Problem Area Road too wet to continue



## ROUTE: 410

## Features Photographs



Photo: RIDG\_C4\_4357 Route: 410-001-0.0  
Begin Section



Photo: RIDG\_C4\_4365 Route: 410-001-0.18  
Metal WCS Flashboard Riser 80ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4366 Route: 410-001-0.18  
Metal WCS Flashboard Riser 80ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4363 Route: 410-001-0.21  
Metal WCS Flashboard Riser 25ft long 24in dia. 1ft deep



Photo: RIDG\_C4\_4364 Route: 410-001-0.21  
Metal WCS Flashboard Riser 25ft long 24in dia. 1ft deep



Photo: RIDG\_C4\_4360 Route: 410-001-0.31  
Metal WCS Flashboard Riser 75ft long 24in dia. 1ft deep  
8-024



## ROUTE: 410

## Features Photographs



Photo: RIDG\_C4\_4361 Route: 410-001-0.31  
Metal WCS Flashboard Riser 75ft long 24in dia. 1ft deep



Photo: RIDG\_C4\_4358 Route: 410-001-0.31  
Metal WCS Flashboard Riser 20ft long 24in dia. 1ft deep



Photo: RIDG\_C4\_4359 Route: 410-001-0.31  
Metal WCS Flashboard Riser 20ft long 24in dia. 1ft deep



## ROUTE: 411

## Features Photographs



Photo: RIDG\_C4\_4382 Route: 411-001-0.0  
Begin Section



Photo: RIDG\_C4\_4381 Route: 411-001-0.01  
Metal Open Rail Gate Electric



Photo: RIDG\_C4\_4380 Route: 411-001-0.02  
Metal Open Rail Gate



Photo: RIDG\_C4\_4378 Route: 411-001-0.02  
Metal WCS Flashboard Riser 40ft long 24in dia. 5ft deep



Photo: RIDG\_C4\_4379 Route: 411-001-0.02  
Metal WCS Flashboard Riser 40ft long 24in dia. 5ft deep



Photo: RIDG\_C4\_4376 Route: 411-001-0.1  
Metal WCS  
Flashboard Riser 40ft long 24in dia. 3ft deep



## ROUTE: 411

## Features Photographs



Photo: RIDG\_C4\_4377 Route: 411-001-0.1  
Metal WCS Flashboard Riser 40ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4374 Route: 411-001-0.28  
Metal WCS Flashboard Riser 40ft long 24in dia. 4ft deep



Photo: RIDG\_C4\_4375 Route: 411-001-0.28  
Metal WCS Flashboard Riser 40ft long 24in dia. 4ft deep



Photo: RIDG\_C4\_4372 Route: 411-001-0.31  
Metal WCS Flashboard Riser 40ft long 48in dia. 4ft deep



Photo: RIDG\_C4\_4373 Route: 411-001-0.31  
Metal WCS Flashboard Riser 40ft long 48in dia. 4ft deep



Photo: RIDG\_C4\_4371 Route: 411-001-0.43  
Metal Open Rail Gate Electric



**ROUTE: 411**

## **Features Photographs**



Photo: RIDG\_C4\_4370 Route: 411-001-0.48  
Concrete Bridge NBIS:13551-00092



## ROUTE: 412

## Features Photographs



Photo: RIDG\_C4\_4385 Route: 412-001-0.0  
Begin Section



Photo: RIDG\_C4\_4384 Route: 412-001-0.01  
Metal Open Rail Gate



Photo: RIDG\_C4\_4386 Route: 412-001-0.31  
Metal Culvert 25ft long 18in dia. 1ft deep



Photo: RIDG\_C4\_4387 Route: 412-001-0.31  
Metal Culvert 25ft long 18in dia. 1ft deep



Photo: RIDG\_C4\_4388 Route: 412-001-0.75  
Metal WCS Flashboard Riser 25ft long 24in dia. 3ft deep



Photo: RIDG\_C4\_4389 Route: 412-001-0.75  
Metal WCS Flashboard Riser 25ft long 24in dia. 3ft deep  
8-029



## ROUTE: 413

## Features Photographs



Photo: RIDG\_C4\_4392 Route: 413-001-0.0  
Begin Section



Photo: RIDG\_C4\_4393 Route: 413-002-0.96  
Begin Section



## ROUTE: 600

## Features Photographs



Photo: RIDG\_C4\_4340 Route: 600-001-0.0  
Problem Area BI Outer Dike too wet to drive



Photo: RIDG\_C4\_4367 Route: 600-001-0.0  
Problem Area West Drain Road too wet to drive



### Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0



## APPENDIX

<b>FWS ROAD FUNCTIONAL CLASSIFICATION</b>	
<b>Class I</b>	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
<b>Class II</b>	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
<b>Class III</b>	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
<b>Class IV</b>	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
<b>Class V</b>	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route.



## DESCRIPTION OF RATING SYSTEM

Rating Data is collected on five different surface types: Asphalt, Concrete, Gravel, Native Improved and Native Primitive. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

### Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** - Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness** - Evenness of pavement for serviceability.
- **Drainage** - Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

### Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has a given Remaining Service Life (RSL) value (in years) based on the rating for that distress. The distress rating resulting in the lowest RSL value is considered to be the governing distress. That value is assigned as the RSL of the road segment.

### Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** - Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** - Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** - A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** - Faulting and/or cracking localized to individual slabs.
- **Faulting** - Difference in elevation across a crack or joint.
- **Longitudinal Cracking** - Cracks in the pavement running parallel to road.



- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

### **Rating Index Formula**

The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

### **Gravel and Native Improved Rating System**

Data is collected on the following distresses and conditions:

- **Cross Section (Gravel, Native Improved only)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage (Gravel, Native Improved only)** - Roadside ditches and culverts to handle water flow and prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

### **Rating Index Formula**

The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.



## Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

### Asphalt

**Excellent** – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

**Good** – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

**Fair** - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

**Poor** - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

**Failed** - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

### Concrete

**Excellent** - New pavement. No maintenance required. RSL = 19-20 years

**Good** - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

**Fair** – Pavement has joint or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

**Poor** - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

**Failed** - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.



SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

### Gravel and Native

**Excellent** - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

**Good** - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

**Fair** - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

**Poor** - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

**Failed** - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent, good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10



# NATIVE PRIMITIVE/IMPROVED RATING SHEET

## Cross Section (Crown)\*

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

## Rutting

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 6"	1	2	3
	Med 6-12"	4	5	6
	High > 12"	7	8	9

## Roadside Drainage\*

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

## Potholes

Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 6"	1	2	3
	Med 6-12"	4	5	6
	High > 12"	7	8	9

## Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

## Corrugations

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 3"	1	2	3
	Med 3-6"	4	5	6
	High > 6"	7	8	9

\* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.



## GRAVEL RATING SHEET

### Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

### Rutting

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

### Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

### Potholes

Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

### Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

### Corrugations

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 2"	1	2	3
	Med 2-4"	4	5	6
	High > 4"	7	8	9

\* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

### Loose Aggregate

Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9



# ASPHALT RATING SHEET

## Fatigue Cracking

Severity	Extent			
	No Defects	Low 1 crack WP	Med 2 cracks WP	High >30% length
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Edge Cracking

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	0-6" from curb	1	2	3
	6-18" from curb	4	5	6
	> 18" from curb	7	8	9

## Longitudinal Cracking

Severity	Extent			
	No Defects	Low 1 crack full length	Med 2 cracks full length	High >2 cracks full length
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Block Cracking

Severity	Extent (Length)			
	No Defects	Low > 15x15' squares	Med 15-10' squares	High <10x10' squares
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Transverse Cracking

Severity	Extent (ft between cracks)			
	No Defects	Low > 200'	Med 200-50'	High < 50'
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Utility Cuts

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.



# CONCRETE RATING SHEET

## Spalling of Joints

Extent (% joints)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

## Broken Slabs

Extent (% slabs)				
No Defects	Low <5%	Med 5-15%	High >15%	
Severity	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

## Transverse Cracks

Extent (% slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

## Joint Seal Damage

Extent (%joints)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

## Faulting

Extent (Length)				
No Defects	Low <10%	Med 10-30%	High >30%	
Severity	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

## Patch Deterioration

Extent (Area)				
No Defects	Low <10%	Med 10-30%	High >30%	
Severity	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

## Corner Breaks

Extent (% of slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

## Longitudinal Cracks

Extent (% slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

## Map Cracks

Extent (Area)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9



# Deficiency Ratings With Associated Remaining Service Life

## Asphalt Rating Sheet

Fatigue Cracking		Edge Cracking		Transverse Cracking		Utility Cuts	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20	0	20
1	10	1	12	1	14	1	14
2	8	2	10	2	12	2	12
3	6	3	8	3	10	3	10
4	8	4	10	4	12	4	12
5	6	5	8	5	10	5	10
6	4	6	6	6	8	6	8
7	6	7	8	7	10	7	10
8	2	8	6	8	6	8	6
9	0	9	4	9	2	9	2

Longitudinal Cracking		Block Cracking		Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20
1	14	1	12	1	16
2	12	2	10	2	10
3	10	3	8	3	4
4	12	4	10		
5	10	5	8		
6	8	6	6		
7	10	7	12		
8	8	8	6		
9	6	9	2		

## Concrete Rating Sheet

Spalling		Broken Slabs		Transverse Cracks	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20
1	15	1	15	1	18
2	12	2	12	2	15
3	10	3	10	3	12
4	12	4	12	4	15
5	10	5	10	5	10
6	8	6	8	6	6
7	10	7	10	7	10
8	6	8	6	8	4
9	0	9	0	9	0

Joint Seal Damage		Faulting		Patch Deterioration	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	18
1	16	1	15	1	16
2	14	2	12	2	14
3	12	3	10	3	12
4	14	4	12	4	12
5	10	5	8	5	10
6	8	6	6	6	8
7	12	7	10	7	10
8	8	8	4	8	6
9	6	9	0	9	0

Corner Breaks		Longitudinal Cracks		Map Cracks	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	18	0	20	0	20
1	16	1	18	1	18
2	14	2	15	2	15
3	12	3	12	3	12
4	12	4	15	4	12
5	10	5	10	5	10
6	8	6	6	6	6
7	10	7	10	7	10
8	6	8	4	8	4
9	0	9	0	9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20
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# Deficiency Ratings With Associated Remaining Service Life

## Native Primitive Improved Rating Sheet

Cross Section		Rutting		Roadside Drainage	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	7	1	9	1	8
2	5	2	7	2	4
3	0	3	5	3	0
		4	7		
		5	4		
		6	3		
		7	4		
		8	2		
		9	0		

Potholes		Dust		Corrugations	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	9	1	8	1	9
2	7	2	6	2	7
3	5	3	2	3	7
4	7			4	6
5	4			5	5
6	3			6	5
7	4			7	4
8	2			8	3
9	0			9	0

## Gravel Rating Sheet

Cross Section		Rutting		Roadside Drainage	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	7	1	9	1	8
2	5	2	7	2	4
3	0	3	5	3	0
		4	7		
		5	4		
		6	3		
		7	4		
		8	2		
		9	0		

Potholes		Dust		Corrugations	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	9	1	8	1	9
2	7	2	6	2	7
3	5	3	2	3	7
4	7			4	6
5	4			5	5
6	3			6	5
7	4			7	4
8	2			8	3
9	0			9	0

Loose Aggregate	
Distress Rating	Remaining Service Life
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED	POOR	FAIR	GOOD	EXCELLENT
	0	1 - 2	3 - 4	5 - 7	8 - 10